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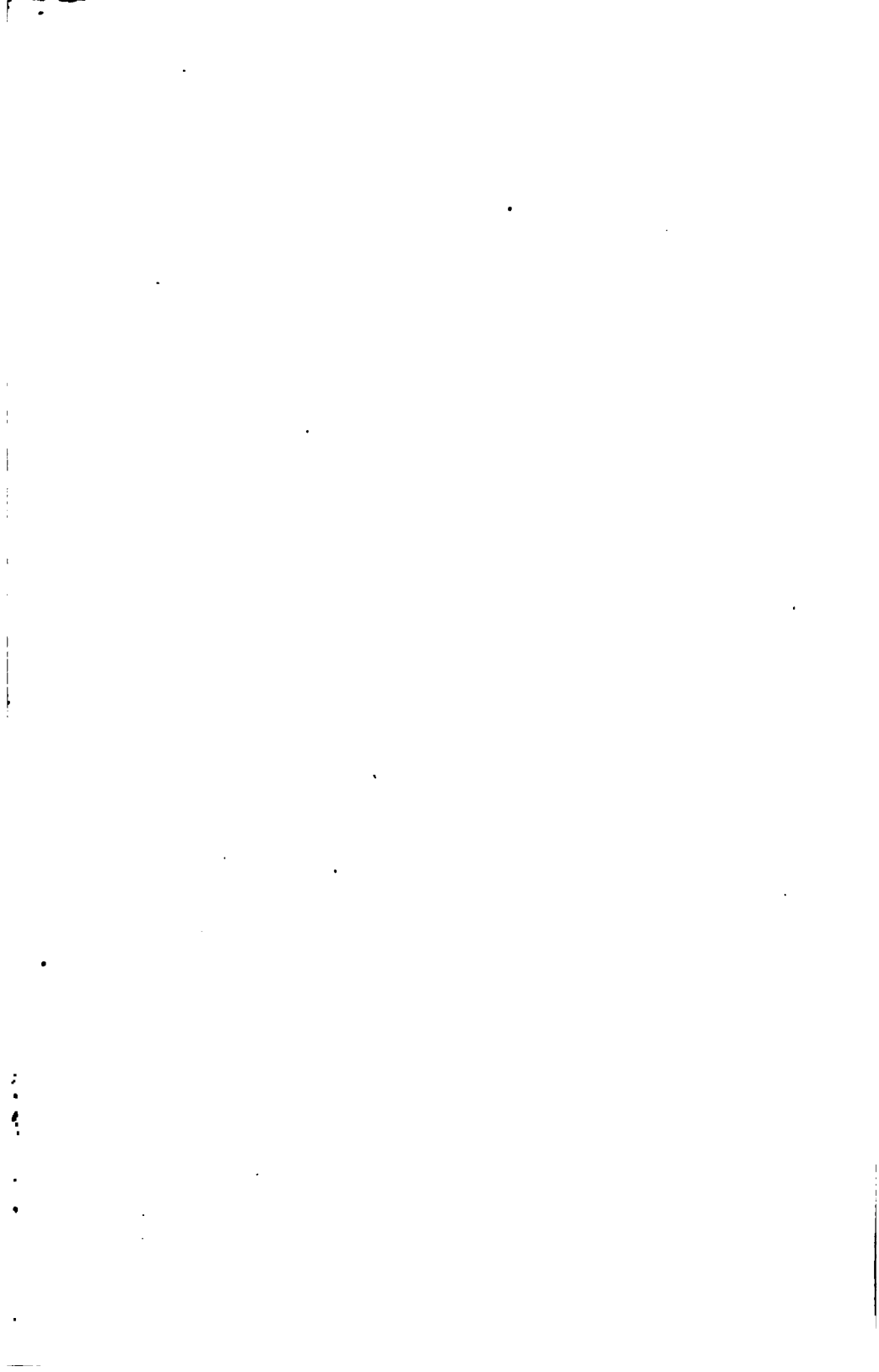
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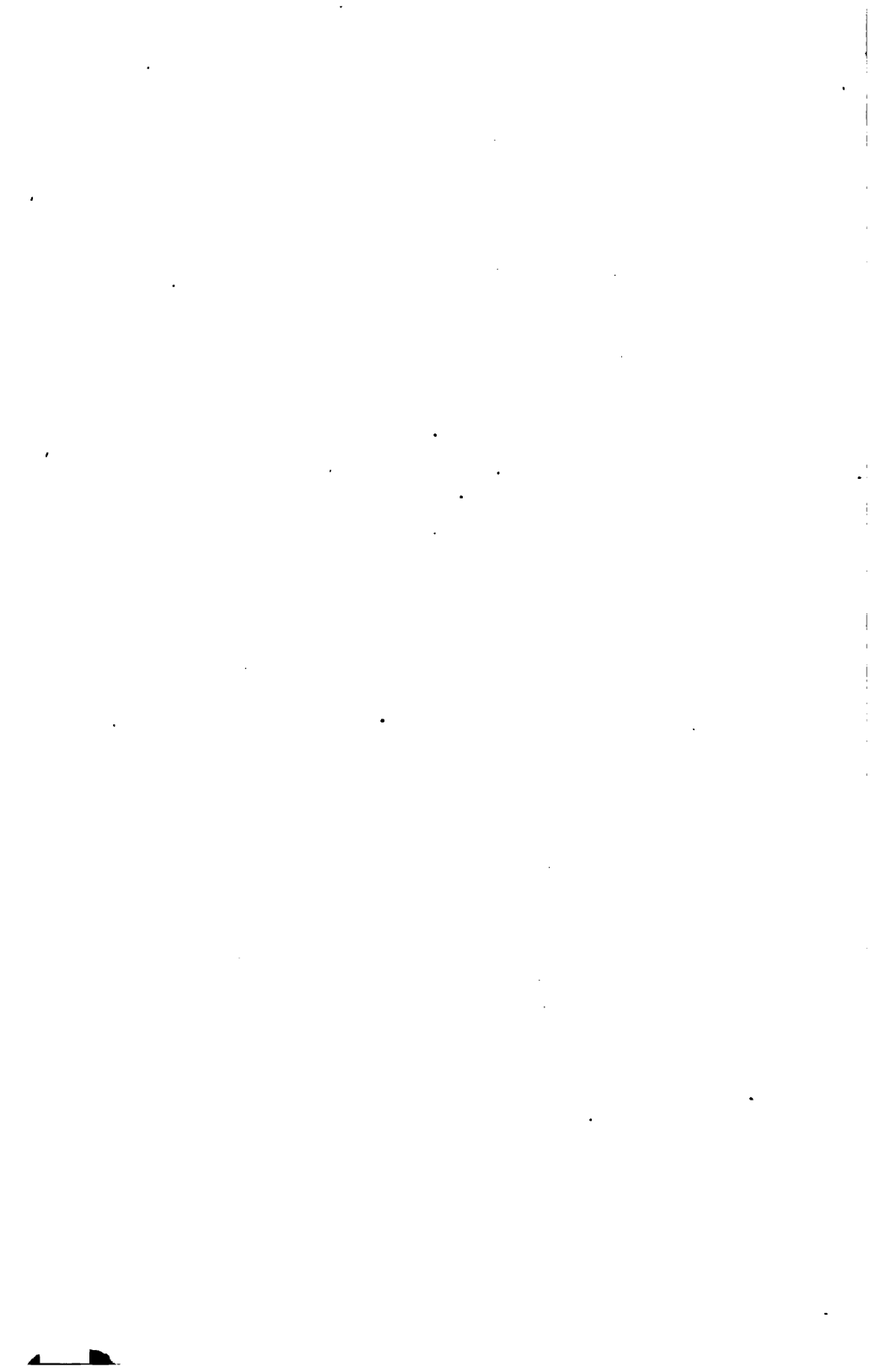
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②  
SIXTEENTH ANNUAL REPORT

OF

# THE RAILROAD COMMISSIONER

OF THE

## STATE OF VIRGINIA.

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PUBLISHED PURSUANT TO LAW.

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RICHMOND:  
J. H. O'BANNON SUPERINTENDENT OF PUBLIC PRINTING.  
1893.



H. 4688.

JAMES E. GOODE, PRINTER.

OFFICE OF THE RAILROAD COMMISSIONER,  
RICHMOND, VA., *February 15, 1893.*

*His Excellency* P. W. MCKINNEY,  
*Governor of Virginia :*

SIR:

As required by law, I transmit to you the sixteenth annual report of this office.

Respectfully,

J. C. HILL,  
*Railroad Commissioner.*



# REPORT.

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*To the General Assembly of Virginia :*

The sixteenth annual report of this office embraces the year ending June 30, 1892.

The reports of the several corporations show an increase of business, the gross earnings being greater by \$1,577,144 48 than for the preceding year.

## CONDITION OF THE ROADS.

During the year decided progress has been made in the physical condition of the roads. New depots have been built; new and improved rolling stock purchased; extensions of side tracks, ballasting, &c. This is notably true of the Chesapeake and Ohio road.

Financially the various corporations make a fair showing. The great Richmond and Danville system succumbed to the peculiar tactics of Wall street. This magnificent property is in the hands of various receivers, not by reason of loss of business or imprudent or reckless physical management. At present its affairs appear to be in an inextricable muddle, defying the ingenuity of reorganization committees, courts and receivers.

The Norfolk and Western has completed its Ohio extension, and trains run regularly between Norfolk and Columbus, Ohio. This extension opens nearly two hundred miles of coal, iron and timber lands heretofore closed to enterprise and development, and another trunk line from the great northwest to the sea.

The Atlantic and Danville has been greatly improved under the conservative and sagacious management of the receiver.

## RAILROAD CONSTRUCTION.

The returns from the various corporations show an increase of mileage in the State over that reported the preceding year of 301.42 miles; the total number of main line, second track, branches, sidings, and spur tracks as per their returns, being 3,908.76 miles. Detail report of which is given in Table No. 1.

Returns were received from 40 corporations.

## CAPITAL STOCK.

See Table No. 2.

## INDEBTEDNESS.

See Table No. 3.

## EARNINGS.

See Table No. 4.

## ACCIDENTS.

See Table No. 5. During the year there were no serious accidents to passenger trains in the State, the casualties reported being confined principally to trainmen and employees of the several railroads.

## GROSS EARNINGS AND INCOME FROM 1886 TO 1892.

Gross earnings, 1886.....	\$14,742,387 39
Gross earnings, 1887.....	16,683,678 06
Gross earnings, 1888.....	18,653,482 12
Gross earnings, 1889.....	20,000,000 00
Gross earnings, 1890.....	24,660,646 15
Gross earnings, 1891.....	28,125,882 11
Gross earnings, 1892.....	29,703,026 59

## CORRESPONDENCE.

From the volume of correspondence have been selected sample cases, showing the nature of complaints and correspondence between the office and the railroads and the public.

Respectfully submitted,

J. C. HILL,  
*Railroad Commissioner.*



## CORRESPONDENCE.

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WAVERLY, VA., MARCH 30, 1892.

Mr. JAMES C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

I enclose you a circular from the Norfolk and Western railroad company to its shippers, setting forth certain requirements for the loading of cars. I have marked in red ink two sections of the circular that we think particularly hard on the shippers, and would be glad to know of you whether we will have to submit to these requirements, or whether they are not contrary to the law.

I contemplate making a complaint to the Superintendent of Transportation of the company in the form which I herewith enclose to you. I do not wish to appear presumptuous to him, but I certainly do not wish to be imposed upon if it is done without law.

I shall be very glad to have your early reply.

Yours truly, &c.,

GEO. E. BURT.

---

RICHMOND, VA., APRIL 2, 1892.

Correspondence with Geo. E. Burt, Waverly, Va.: Regulations loading lumber, Norfolk and Western railroad.

Respectfully referred to Mr. R. Taylor Scott, Attorney-General.

Referring to the within correspondence pertaining to this matter, will you kindly give me your opinion with reference to the rights of a common carrier to require the shippers to furnish attachments for their cars, at their expense, in moving lumber offered to them at their regular rates of transportation.

J. C. HILL,

*Commissioner.*

---

WAVERLY, VA., APRIL 8, 1892.

Mr. J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

Please let me know whether you received my letter of the 30th ulto., and when I may expect a reply thereto.

Yours truly, &c.,

GEO. E. BURT.

RICHMOND, VA., APRIL 11, 1892.

Mr. GEO. E. BURT,  
Waverly, Va.:

DEAR SIR:

Regulations loading lumber, Norfolk and Western railroad.

Your letter of the 8th inst., with reference to this subject, is received. I now have the matter under advisement, and will advise you at an early date.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

WAVERLY, VA., APRIL 18, 1892.

General JAMES C. HILL,  
*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

I would be very glad indeed to have your decision in the matter about which I wrote you some weeks ago.

The railroad company is pressing me to buy wire, and their agents have orders to refuse to accept shipments that are not "wired," and as I have lumber that is due my patrons, and lumber to go via vessels, I would like to know what I will have to do in the case.

Hoping to have your reply by an early mail, I am,

Yours truly, &amp;c.,

GEO. E. BURT.

RICHMOND, VA., APRIL 15, 1892.

Gen. JAMES C. HILL,  
*Railroad Commissioner, Richmond, Va.:*

DEAR GENERAL:

Absence from the city has delayed my reply to your letter of the 2d inst. I read its enclosures from Mr. Geo. E. Burt, of Waverly, Va., concerning recent regulations (March 1, 1892,) made by the Norfolk and Western railroad for loading lumber piles, etc.

Its propriety and legality depends upon its effect upon the public, and of this matter "section 1299" makes you the judge.

If you think the regulations necessary for the business of the company and the accommodation and security of the public, they are proper. Otherwise an unnecessary burden, which should not be imposed.

Very respectfully yours,

R. TAYLOR SCOTT,  
*Attorney-General.*

N. B. Enclosures and Gen. Hill's letter of April 2d returned herein.

RICHMOND, VA., APRIL 19, 1892.

Col. FRANK HUGER,

*Supt. Transportation, Roanoke, Va.:*

DEAR SIR:

Regulations Loading Lumber N. &amp; W. R. R.

Kindly furnish me copy of the regulations governing the loading of lumber, piles, etc., on the N. & W. R. R., and oblige,

Yours respectfully,

J. C. HILL,  
*Commissioner.*

RICHMOND, VA., APRIL 19th, 1892.

Mr. GEORGE E. BURT,

*Waverly, Va.:*

DEAR SIR:

Regulations Loading Lumber N. &amp; W. R. R.

Referring further to my letter of the 11th inst., pertaining to this matter.

I will take this matter up with the N. & W. R. R. Co. direct, and I suggest you send your proposed letter as per copy enclosed to me to the superintendent transportation of the road, and advise me of his reply.

I return, as requested, the copy of regulations referred to.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

ROANOKE, VA., APRIL 21, 1892.

Gen. JAMES C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

Herewith please find two copies of our circular No. 16 covering the loading of lumber, piles, &c., for transportation over the Norfolk and Western railroad.

In this connection I beg to say that we are now endeavoring to get a supply of No. 8 wire, the use of which is contemplated by the circular, which we propose to let shippers have at cost price, probably amounting to about 30 cents per car for sufficient wire to properly secure the lading.

Yours truly,

FRANK HUGER,  
*Supt. Transportation.*

Enclosures.

RICHMOND, VA., APRIL 25, 1892.

Col. FRANK HUGER,

*Supt. Transportation N. & W. R. R., Roanoke, Va.:*

DEAR SIR:

Regulations loading lumber N. &amp; W. R. R.

Referring to your letter of the 21st inst. with reference to this subject.

Complaint has been made of the requirements of the Norfolk & Western road

in this matter. If the regulations are necessary for the security of the company's business in transit, is it not proper that the wire be furnished to the shippers for securing the lading in compliance with the regulations?

It seems to be an unnecessary burden which should not be imposed by a common carrier to require shippers to furnish attachments for their cars, at their expense, in moving lumber or other commodities offered to them at the regular rates of transportation.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

---

RICHMOND, VA., MAY 7, 1892.

Col. FRANK HUGER,

*Supt. Transportation N. & W. R. R., Roanoke, Va.:*

DEAR SIR:

Regulations loading lumber N. & W. R. R.

Please refer to my letter of April 25th pertaining to the above mentioned subject, and let me hear from you as early as practicable.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

---

ROANOKE, VA., MAY 12, 1892.

Gen. JAMES C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

I regret very much that continued absence from my office has prevented earlier response to your favor under date of the 25th ult., in reference to our regulations for the loading of lumber, &c.

If you will examine the rules and regulations covering this point as adopted by the Pennsylvania railroad, Baltimore and Ohio railroad, Chesapeake and Ohio railway and other lines, I think you will find that we have endeavored to study the interests of our shippers and to impose as few restrictions on this business as possible. Now that we have second track on some portions of our road, and we are arranging for additional second track on other portions as rapidly as may be, we find it is very dangerous to handle lumber shipments unless the same are properly secured. It is the purpose of this company, and we are now endeavoring to carry it out, to furnish shippers with the necessary wire for securing their lumber as contemplated, at cost, which I think will amount to about 30 cents per car. Certainly shippers who load lumber should do so under reasonable regulations so as to make it absolutely secure. On some sections of our road where the line is straight, as for instance, on the Norfolk division, we have made exceptions to the rule, allowing shippers to secure the lumber under the ordinary practice which has obtained heretofore, but for shipments destined to such portions of our line where the curvature is great, we have had so much damage and have run so many risks on account of this manner of loading that we have been compelled to take measures to secure ourselves from such risk in this respect.

Yours truly,

FRANK HUGER,  
*Supt. Transportation.*

RICHMOND, VA., MAY 14, 1892.

Mr. GEORGE E. BURT,  
Waverly, Va.:

DEAR SIR:

Regulations Loading Lumber N. &amp; W. R. R.

Referring further to our correspondence pertaining to this matter, my last letter under date of April 19th.

For your information I send you copy of letter I have received from the superintendent transportation of the Norfolk and Western road in regard to this matter.

As lumber shipments over the eastern division of the road is excepted from the general rules applicable on other portions of their road, I presume your shipment will not be interfered with.

I will advise you further in the matter as early as practicable.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

-----

PORTSMOUTH, VA., JUNE 6, 1892.

MY DEAR SIR:

Do you construe the prohibition of free passes, act approved March 3, 1892, to apply to street railways?

Very respectfully,

WILLIAM H. STEWART.

-----

RICHMOND, VA., JUNE 8, 1892.

Mr. WM. H. STEWART,  
Portsmouth, Va.:

DEAR SIR:

Railway laws affecting street railroads.

Receipt is acknowledged of your letter of the 6th instant pertaining to this matter.

I have now under advisement the matter of construction of the statute with reference to its application to street railways, and will advise you as soon as it is passed upon.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

-----

RICHMOND, VA., JUNE 3, 1892.

General J. C. HILL,  
*Railroad Commissioner:*

DEAR SIR:

I am informed that the statement has been made in the public press that the new railroad law, known as the Mason act, applies to street railways as

well as other common carriers, and that said railways are obliged to withdraw their passes from all persons save those in the employment of the company. I should be glad, as counsel for certain street railway lines of this city, to have your official construction of the law.

Very respectfully,

WYNDHAM R. MEREDITH.

---

RICHMOND, VA., JUNE 27, 1892.

Mr. WYNDHAM R. MEREDITH,

*Tenth and Bank streets, Richmond, Va.:*

DEAR SIR:

Railroad laws applicable to street railways.

Referring to your letter of the 3d instant, pertaining to this matter, I send you herewith copy of letter from the Attorney-General giving his construction of the law with reference to its application to street railways.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

---

RICHMOND, VA., JUNE 4, 1892.

Letter Wyndham R. Meredith asking construction of law with reference to street railways.

Respectfully referred to Mr. R. Taylor Scott, Attorney-General.

Referring to the within letter from Mr. Wyndham R. Meredith pertaining to this matter, will you kindly give me your construction of the statute with reference to its application to street railways, and oblige,

J. C. HILL,  
*Commissioner.*

---

RICHMOND, VA., JUNE 27, 1892.

Mr. WM. H. STEVENS,

*Portsmouth, Va.:*

DEAR SIR:

Railway laws affecting street railways:

Referring further to my letter of the 8th instant. This matter was referred to the Attorney-General for his construction of the statute with reference to its application to street railways, and I send you herewith copy of his reply for your information.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

---

RICHMOND, VA., JUNE 22, 1892.

JAMES C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

Absence from the city prevented an earlier reply to your letter of

the 4th inst., enclosing Mr. W. R. Meredith's communication of June 3d herein returned.

You ask for my construction of the recent statute, entitled "An act to further regulate and control common carriers doing business in this State, and further defining the duties of the Railroad Commissioner in relation thereto," *with reference to street railways*. (See Acts 1891-'2, c. 614, p. 965.)

As Railroad Commissioner your supervision is confined to "railroads in this State operated by steam." "'Common carrier,' within the meaning of and as defined by the eighteenth section of the statute under consideration, includes railroads, express or canal companies, chartered by this or any other State, and doing business in this State; steamboats, steamships, or ferry companies doing business in this State, whether incorporated or not, and whether operated or controlled by an individual or a partnership." My construction of the statute is that it has no application to *street railways*. Further, that over *this* kind of railway Virginia's Railroad Commissioner holds neither supervisory authority nor power.

Very respectfully yours,

R. TAYLOR SCOTT,  
*Attorney-General.*

NEW YORK, JUNE 10, 1892.

J. C. HILL, *Esq.*,  
*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

Will you kindly advise us whether the street railway corporations of your State are required to make reports of their capitalization, cost, earnings, mileage, etc., to any official of your State? If so, to whom; and whether it would be possible for us to procure copies of such returns?

An early reply will greatly oblige,

Very respectfully yours,

JNO. P. MEANY,  
*Managing Editor.*

RICHMOND, VA., JUNE 11, 1892.

Mr. JOHN P. MEANY,  
*Editor Poor's Manual, New York:*

DEAR SIR:

Regulation street railways.

Referring to your letter of the 10th instant, street railways have not been required to make reports to this office heretofore, but the matter of this regulation is now under consideration, and will be passed upon at an early date.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

RICHMOND, VA., DECEMBER 9, 1891.

Letter and freight bill, J. Stoneman & Son: Complaint, rates on one keg powder, Richmond to Island, Va.

Respectfully referred to Mr. E. D. Hotchkiss, G. F. A., C. & O. R. R.

Referring to the attached letter from J. Stoneman & Son, kindly advise me how such shipments are classified on the C. & O. road, and oblige,

J. C. HILL,  
*Commissioner.*

RICHMOND, VA., DECEMBER 9, 1891.

General J. C. HILL,  
*Railroad Commissioner, City:*

DEAR SIR:

We beg to return herewith enclosures received with your note of hand embodying complaint of Mr. J. Stoneman, Island, regarding our minimum charge on shipments of powder. The carriage by transportation companies of powder and high explosives is always more or less dangerous, and it is necessary to apply some minimum. This minimum we have made \$2, which, when compared with that made by a great many other roads, is extremely reasonable. While this is the minimum charge on any consignment, no matter how small, the parties at Island would have the privilege of shipping nearly 300 pounds for this same \$2 at the rate of 74 cents per hundred pounds. We trust that this explanation will be satisfactory, and that you may be able to explain to the satisfaction of Mr. Stoneman.

Yours truly,

E. D. HOTCHKISS,  
G. F. A.

RICHMOND, VA., DECEMBER 10, 1891.

Mr. CHAS. G. EDDY,  
*Vice-President N. & W. R. R., Roanoke, Va.:*

DEAR SIR:

Transportation high explosives, N. & W. R. R.

I wish you would be kind enough to send me copies of your regulations with reference to the transportation of high explosives over the N. & W. R. R., and if there is any special classification for powder or high explosives, a copy thereof, and oblige,

Yours respectfully,

J. C. HILL,  
*Commissioner.*

ROANOKE, VA., DECEMBER 12, 1891.

JAS. C. HILL, *Esq.*,  
*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

Noting yours of the 10th in relation to transportation of high explosives, enclosed find our circular No. 147 N, and freight tariff on high explosives,



which is in accordance with the rules of all lines north of us, and also the C. & O. and B. & O., using official classification. The rules and regulations for the shipment of high explosives, circular governing same herewith enclosed. I trust this information is what you desire.

Yours truly,

CHAS. G. EDDY,  
*Vice-President.*

RICHMOND, VA., DECEMBER 15, 1891.

Mr. E. D. HOTCHKISS,  
*G. F. A. C. & O. R. R.:*

DEAR SIR:

Complaint rates and minimum charge, powder, J. Stoneman & Son, Island, Va.

Referring further to your letter of the 9th instant, with attached papers in this matter. If I construe your circular No. 238 correctly, no distinction is made between common black powder and high explosives, and your regulations in this respect are different from those of other roads that have adopted similar restrictions in the shipment of explosives.

Will you kindly advise me of the reasons for demanding as a minimum charge \$2 on small shipments of common black powder when properly packed for shipment. I have complaints similar to Messrs. Stoneman & Son's from Messrs. Beale Bros., of Scottsville, and J. Hayden Martin, Palmyra, Va., which will be sent to you for attention in due course.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

LYNCHBURG, VA., DECEMBER 19, 1891.

General J. C. HILL,  
*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

The Chesapeake and Ohio railroad have adopted \$2 as a minimum charge upon shipments of powder, so that in many cases the freight has exceeded the value of the shipment.

As to nitro-glycerine, dynamite, and giant powder, this would be perhaps justifiable, but we hardly think it reasonable in regard to rifle powder, as there is no other road that we know of in the State having any such regulation. On country merchants who only purchase rifle powder in very small quantities this acts as a burden, while upon contractors and others who purchase it exclusively in large quantities, the minimum charge as per regular tariff rate would, as you are aware, be in excess of this charge.

Will you please take this up with the Chesapeake and Ohio authorities and see if it is not possible to have them amend their regular order to except rifle powder from this minimum charge.

Yours truly,

EDGAR FRANKLIN,  
*Secretary.*

RICHMOND, VA., DECEMBER 21, 1891.

Mr. E. FRANKLIN,

*Secretary Board of Trade, Lynchburg, Va.:*

DEAR SIR:

Minimum charge high explosives, C. &amp; O. R'y.

Acknowledging receipt of your letter of the 19th inst., I have had this subject under consideration for some time, and hope to dispose of it at an early date, when I will advise you of the result.

Yours respectfully,

J. C. HILL,

*Commissioner.*

RICHMOND, VA., DECEMBER 22, 1891.

General J. C. HILL,

*Railroad Commissioner, City:*

DEAR SIR:

We are in receipt of your favor of December 15th, regarding minimum charge on shipments of common black powder.

We suppose it will be entirely agreeable to you, also to the shippers and consignees of powder, if we will make the minimum \$1, it being understood that the minimum on any other high explosive will be \$2, as heretofore. We have just conferred with a large shipper of powder from Lynchburg, who advises us that this reduction on our part on this minimum will be entirely satisfactory.

Yours truly,

E. D. HOTCHKISS,

G. F. A.

RICHMOND, VA., DECEMBER 24, 1891.

Mr. E. D. HOTCHKISS,

*G. F. A., C. & O. R. R.:*

DEAR SIR:

Minimum charge high explosives, C. &amp; O. R'y.

Acknowledging receipt of your letter of the 22d inst., pertaining to this subject, I have not yet understood why the necessity for applying a different rule with reference to the minimum assessment basis on common black powder, properly packed for shipment, and other classes of freight.

Will you be kind enough to advise me, and oblige.

Yours respectfully,

J. C. HILL,

*Commissioner.*

RICHMOND, VA., DECEMBER 29, 1891.

Mr. J. C. HILL,

*Railroad Commissioner, City:*

DEAR SIR:

Your letter December 24th, in regard to minimum charge on L. C. L. shipments high explosives, received. Beg to advise that we are to-day

issuing circular No. 337 corrected, which will make the minimum on any shipment of common black powder, double first class, minimum 100 pounds.

Yours truly,

E. D. HOTCHKISS,  
G. F. A.

RICHMOND, VA., DECEMBER 31, 1891.

Messrs. BEALE BROS.,  
Scottsville, Va.:

GENTLEMEN:

Minimum charge high explosives, C. & O. R'y.

Referring to your recent complaint with reference to the minimum rate of \$2 charged by the C. & O. R'y Co. on shipments of common black powder over their road. This classification has been cancelled, and hereafter such shipments will be rated at the usual classification, viz.: double first-class in L. C. L. quantities and first class when in car loads. Shipments of less weight than 100 pounds to be charged as for that quantity.

I wish you would get together your freight bills that have been assessed at the \$2 rate, and send them to Mr. Hotchkiss for correction, stating that they are sent at my request.

Yours respectfully,

J. C. HILL,  
Commissioner.

RICHMOND, DECEMBER 31, 1891.

Mr. E. D. HOTCHKISS,  
G. F. A., C. & O. R. R. Co.:

DEAR SIR:

Minimum charge high explosives, C. & O. R'y.

Referring to your letter of the 29th inst., and other correspondence pertaining to this matter, I send you herewith freight bills covering two shipments powder from Richmond, consigned to J. Stoneman & Son, Island, and J. H. Martin, Middleton mills, both of which are charged at the rate of \$2 minimum.

Please arrange to refund the overcharge to the parties as early as practicable, advising me when done, and oblige,

Yours respectfully,

J. C. HILL,  
Commissioner.

RICHMOND, VA., JANUARY 1, 1892.

Mr. E. FRANKLIN,  
Secretary Board Trade, Lynchburg, Va.:

DEAR SIR:

Minimum charge, high explosives, Chesapeake and Ohio railway.

Referring further to your letter of the 19th ulto., pertaining to this matter. The general freight agent of the Chesapeake and Ohio railway writes me that common black powder will hereafter be taken as first-class in car loads and double first-class in less than car loads, subject to the usual minimum of 100 pounds when

in small quantities. The minimum charge of \$2 formerly assessed to be discontinued.

Yours respectfully,

J. C. HILL,

*Commissioner.*

LYNCHBURG, VA., JANUARY 1, 1892.

General J. C. Hill,

*Richmond Commission, Richmond, Va.:*

DEAR SIR:

I am advised to-day by Mr. Hotchkiss that he has issued a circular changing the rate on common black powder to D first-class, minimum 100 pounds, which is satisfactory to this Board.

Mr. Scott also advises us on the part of the Norfolk and Western road that the station of Preston will be changed, so that further action on your part will be unnecessary.

Thanking you for your attention,

I am, yours truly,

EDGAR FRANKLIN,

*Secretary.*

RICHMOND, VA., JANUARY 6, 1892.

Minimum charge high explosives, Chesapeake and Ohio railway company.

Respectfully returned to Mr. E. D. Hotchkiss, G. F. A. C. & O. Railway Company.

Returning herewith papers pertaining to this matter, and noting your endorsement of the 1st instant, I think these overcharges should be refunded on the basis of the present official classification, which has been adopted for future shipments. The minimum rate of \$2 as charged is unreasonable and unjust.

J. C. HILL,

*Commissioner.*

RICHMOND, VA., JANUARY 9, 1892.

General J. C. Hill,

*R. R. Commissioner, Richmond, Va.:*

DEAR SIR:

Your favor of January 6th, asking us to make our charge \$1 on shipments of black powder consigned to Stoneman & Son and J. H. Martin. We have given instructions to have \$1 refunded to each of these parties on shipments made to them December 4th.

Yours, truly,

E. D. HOTCHKISS,

*General Freight Agent.*

RICHMOND, VA., JANUARY 11, 1892.

Mr. E. D. Hotchkiss,

*G. F. A., C. & O. R. R.:*

DEAR SIR:

Minimum charge high explosives, C. & O. R'y Co.

Referring to your letter of the 9th inst. The refund on the shipments in ques-

tion should be on the basis of the classification adopted as per your letter of December 29th, viz.: Double first-class rate, not less than 100 pounds, charged for as a minimum.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

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RICHMOND, VA., JANUARY 25, 1892.

Letter, Jas. A. Walker, Gladstone, Va.: Complaint rate \$2, one keg powder from Lynchburg.

Respectfully referred to Mr. E. D. Hotchkiss, G. F. A., C. & O. R. R.

I send you herewith letter and freight bill covering shipment powder, Lynchburg to Gladstone, charged at a minimum rate of \$2.

Please have the rate corrected to the basis agreed upon recently, viz.: Double first-class 100 pounds minimum weight, advising me when the amount is refunded, and oblige,

J. C. HILL,  
*Commissioner.*

NOTE.—All claims to be settled on the basis of classification adopted by agreement, E. D. H. verbally with J. C. H.

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RICHMOND, VA., DECEMBER 11, 1891.

General J. C. HILL,

*Railroad Commissioner:*

We hereby call your attention to the fact that the B. & O. R. R. fails to connect at Staunton with C. & O. R. R. train at 1 o'clock P. M. by nine minutes only.

This is exceedingly annoying to the traveling public.

Will you kindly look into the matter and have it corrected as soon as possible.

Yours very truly,

M. L. WALTON.  
THOS. K. HARNSBERGER.

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RICHMOND, VA., DECEMBER 12, 1891.

Mr. J. T. ODELL,

*General Manager B. & O. R. R., Baltimore, Md.:*

DEAR SIR:

B. & O. and C. & O. connections at Staunton.

Inviting attention to this matter, I notice from your last schedule, No. 3, that B. & O. train No. 413 south bound arrives at Staunton at 1:49 P. M., eight minutes after the leaving time of C. & O. train east bound, No. 6, 1:41 P. M., which delays passengers from the Valley for Richmond and points on the C. & O. railway for twelve hours at Staunton.

The south and east bound schedules should be changed so this connection would be made, and if you could throw back the schedule of your train, No. 416, now arriving at Staunton north bound at 12:20 P. M., C. & O. train No. 5, now arriving at 2:40 P. M., could probably be changed to connect therewith, thus giving a close day connection west and north bound from Richmond.

Kindly take the matter up with the general manager of the C. & O. R. R., and advise me what arrangement can be made as early as practicable, and oblige,

Yours respectfully,

J. C. HILL,  
*Commissioner.*

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RICHMOND, VA., DECEMBER 12, 1891.

Mr. G. W. STEVENS,

*General Manager C. & O. R. R.:*

DEAR SIR:

B. & O. and C. & O. connections at Staunton.

Referring to this matter, I send you herewith copy of letter I have to-day written Mr. Odell, general manager B. & O. R. R., regarding this connection.

I will be glad if you will as early as practicable arrange the matter, advising me, and oblige,

Yours respectfully,

J. C. HILL,  
*Commissioner.*

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RICHMOND, VA., DECEMBER 17, 1891.

Mr. G. W. STEVENS,

*General Manager:*

DEAR SIR:

Connection with B. & O. at Staunton.

Attached I hand you a memorandum showing the time passenger trains pass Staunton.

The red figures indicate B. & O. time, prior to last change; black figures indicate last change; figures in pencil indicate time of our trains passing Staunton.

Yours truly,

C. E. DOYLE,  
*Superintendent.*

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HINTON, DECEMBER 19, 1891.

General J. C. HILL,

*Commissioner:*

DEAR SIR:

Replying to your letter of the 12th inst. respecting the Baltimore and Ohio railroad connection at Staunton, it seems useless for us to continue changing our schedule to meet the time of the Baltimore and Ohio trains, when the connection does not last more than two or three weeks at a time. You will notice, on the last change we scheduled our No. 6 to pass Staunton at 1:41 P. M., in order to connect with the Baltimore and Ohio train No. 413, which was then due at 1:41. On their recent time table they have scheduled this train to arrive at Staunton at 1:49. They gave us no advice of the proposed change. You will also notice that on the last time table we changed our No. 7 to pass Staunton at 7:17 A. M., in order to connect with Baltimore and Ohio trains 418 and 441, due at the same time. They have ~~since~~ changed these trains to pass Staunton at 7:04.

As regards the connection between No. 5 and Baltimore and Ohio trains, we cannot possibly make up the two hours between Richmond and Staunton; but we will agree to do our part towards making this connection; although to arrive at Staunton an hour sooner with this train involves missing the Virginia Midland connection at Charlottesville at 12:50 P. M.

Yours truly,

G. W. STEVENS,  
*General Manager.*

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WINCHESTER, VA., DECEMBER 16, 1891.

Subject: B. & O. and C. & O. connection at Staunton.

Mr. ALFRED WALTER,

*General Superintendent:*

DEAR SIR:

Referring to the attached papers in reference to our train No. 413 making connection with C. & O. at Staunton by reducing the margin time at Harrisonburg, and reducing the margin time with 416 at Mt. Crawford, and quickening the speed between Harrisonburg and Staunton, I can make up nine minutes on the run to Staunton, which will bring 413 at Staunton at 1:40 P. M.

I think that the C. & O. should give a little towards this connection, as well as ourselves. On the last change of time table, 413 reaches Staunton later than on previous time table, and C. & O. changed their time to arrive there earlier, and the result is we have no connection. Regarding train 416, referred to by General Hill, as I understand it, he desires us to hold 416 back, so as to reach Staunton about 2:40 P. M., making close connection with C. & O. No. 5. This would be impossible, unless you want to break connection with No. 16 at Harper's Ferry. To connect closely with C. & O. No. 5 at Staunton at 2:40 P. M., would not give us time to make run from Staunton to Harper's Ferry, to connect with No. 16.

It will not be necessary to make an entire change of time table, but simply issue a supplement to time table of Valley railroad of Virginia on page 5.

Will you kindly advise if I shall go ahead with the change?

Yours respectfully,

THOS. PRINCE,  
*Superintendent.*

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BALTIMORE, MD., DECEMBER 17, 1891.

Subject: B. & O. and C. & O. connection at Staunton, Va.

Mr. D. F. MARONEY,

*Superintendent C. S.:*

DEAR SIR:

Replying to yours December 14th, with enclosed correspondence, I give you herewith letter enclosed from Superintendent Prince, which fully explains the matter. You will note that the best we can do with train 413 is to take up nine minutes.

I do not think we should miss connection with train 16 at Harper's Ferry in order to make connection at Staunton with a foreign road—the C. & O.

Very respectfully,

ALFRED WALTER,  
*General Superintendent.*

Enclosed from T. C. Prince.

BALTIMORE, MD., DECEMBER 23, 1891.

Connection with Ches. &amp; Ohio at Staunton.

*General J. C. HILL,**Railroad Commissioner, Richmond, Va. :*

DEAR SIR :

I herewith hand you all correspondence on the question of connection at Staunton with the Ches. & Ohio R'y.

We cannot do very much without breaking our main line connection at Harper's Ferry.

Please read Superintendent Prince's letter, and advise me if his suggestions are satisfactory.

Yours truly,

J. T. ODELL,  
*General Manager.*

RICHMOND, VA., DECEMBER 30, 1891.

*Mr. G. W. STEVENS,**General Manager C. & O. R. R., City :*

DEAR SIR :

B. &amp; O. and C. &amp; O. connection at Staunton.

Referring to your letter of the 19th instant, pertaining to this matter. Mr. Odell, general manager of the B. & O. road, will quicken the time of his south-bound train, No. 413, bringing it to Staunton at 1:40 P. M. Whenever delayed, I have suggested that he arrange to give the necessary notice by telegraph when there be passengers for C. & O. points. Will you therefore give such instructions as will insure this connection ?

Yours respectfully,

J. C. HILL,  
*Commissioner.*

RICHMOND, VA., DECEMBER 30, 1891.

*Mr. J. T. ODELL,**General Manager B. & O. R. R., Baltimore, Md. :*

DEAR SIR :

B. &amp; O. and C. &amp; O. connections at Staunton.

Referring to your letter of the 23d instant, with correspondence pertaining to this matter. If you will revise your schedule of train No. 413 so as to arrive at Staunton at 1:40 P. M., nine minutes earlier than now, this will be satisfactory for the time being. I will request the general manager of the C. & O. road to hold his train at Staunton for this connection, and I think it would be well to arrange a system of telegraphic advices when your train is delayed and has passengers for points on the Chesapeake and Ohio road so they will make the connection.

Please advise me when the new schedule can be put into effect.

Yours respectfully,

J. C. HILL,  
*Commissioner.*



RICHMOND, VA., JANUARY 11, 1892.

Mr. J. T. ODELL,

*General Manager B. & O. R. R., Baltimore, Md.:*

DEAR SIR:

B. &amp; O. and C. &amp; O. connections at Staunton.

Referring to my letter of December 30th, pertaining to this matter. It is necessary that this connection at Staunton be arranged and without further delay.

I have had a talk with Mr. Stevens, general manager C. & O. road, to-day, and he is willing to hold his train leaving Lexington at 8:36 P. M. until 8:44 P. M., dividing the difference, sixteen minutes, with you as now existing.

Please give the matter prompt attention and let me know when the new schedule can be put in force.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

BALTIMORE, MD., JANUARY 18, 1892.

General J. C. HILL,

*Railroad Commissioner of Virginia, Richmond, Va.:*

DEAR SIR:

Connection with C. &amp; O. at Staunton.

I enclose herewith copy of supplement No. 1 to time table No. 3, Valley division and Valley railroad of Virginia, which took effect yesterday, the 17th instant. Referring to your letter of January 11th, does this not meet changes desired? You will note that our train 417 reaches East Lexington at 8:36, and has a margin of eight minutes at that point. The other changes suggested in previous correspondence of January 1st has been made, as you will note.

Yours truly,

J. T. ODELL,  
*General Manager.*

RICHMOND, VA., JANUARY 21, 1892.

Mr. JAS. C. HILL,

*Railroad Commissioner:*

DEAR SIR:

I notice the B. & O. have changed time, and bring their No. 413 to Staunton now at 1:40 P. M. I have issued instructions to have our branch train wait at East Lexington for their 417. This, I think, covers the points complained of.

Yours truly,

GEO. W. STEVENS,  
*General Manager.*

RICHMOND, VA., JANUARY 23, 1892.

Mr. THOS. K. HARNSBERGER,

*Richmond, Va.:*

DEAR SIR:

B. &amp; O. and C. &amp; O. connections at Staunton.

Referring further to this matter, your letter under date December 11th. I beg

to advise that this connection has been arranged and took effect on the 17th inst., the B. & O. south-bound train arriving at Staunton at 1:40 P. M., making close connection with the east-bound train of the C. & O. road.

Connection is now also made at East Lexington at 8:36 P. M. with B. & O. train 417, south-bound passenger.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

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NEW YORK, FEBRUARY 19, 1892.

ATTORNEY-GENERAL,  
*State of Virginia, Richmond, Va.:*

DEAR SIR:

I beg leave to call your attention to the enclosed copy of a letter this day addressed by me to the president of the Norfolk and Western railway, which explains itself.

I trust that if in the province of your office to take legal action in the matter, that you will lose no time in doing so and compel the officials of the City Point branch of the N. & W. railway to replace the rotten ties and worn rails, and thus put this road in a safe condition for travel and traffic.

Very truly yours,

ROBT. C. LOWRY.

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NEW YORK, FEBRUARY 19, 1892.

F. J. KIMBALL, *Esq.*,  
*Pres. N. & W. R'y Co., 338 Walnut St., Philadelphia, Penn.:*

DEAR SIR:

I feel it my duty to call your attention to the frightful condition of the rails and road-bed on the City Point branch of the N. & W. railway. I chanced to be in City Point on Tuesday last, February 16th, and took the trouble to make a personal examination of said road-bed for a distance of about a mile and a half outside of City Point. I found almost all of the ties in an absolutely rotten condition—so rotten that they could be kicked to pieces without any trouble, and I actually pulled some pieces of the rotten wood out of them with my hands, which I will keep safely for future use. Now, Mr. Kimball, this state of affairs is sure to result in a frightful accident and loss of life, and if anybody is killed before the road is repaired, you and the officials of your road will be guilty of manslaughter, to put it mildly.

I have therefore the honor to inform you that I have taken such measures as will cause the knowledge of such an accident to be conveyed to me at once, and if any one is injured or killed, prior to the time the road is put in proper repair, I shall make it my personal duty to appear before the grand jury of Prince George county, Virginia, and have the officials of the N. & W. road indicted for manslaughter and dealt with according to law.

I am informed that no attention whatever has been paid to the petitions pertaining to this subject, which have been forwarded to the officials of the N. & W.

railway by the citizens of City Point, Va., and as I expect to travel over that road from time to time for the next few months, you may be certain of my action without fail as above described.

I would further notify you that I have this day addressed letters to the Attorney-General of the State of Virginia, to State Senator Kent, and to the District Attorney of Prince George county on this subject, and have forwarded each of them a copy of this letter to be filed for future use. It is scarcely necessary to mention the affect that the reading of this letter and the production of the rotten sample pieces of the wooden ties will have upon a jury in case of an accident on that branch of your road.

All of which is respectfully submitted.

Very truly yours,

ROBERT C. LOWRY.

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RICHMOND, VA., FEBRUARY 22, 1892.

Respectfully referred to the Commissioner of Railroads, who will take such steps as he can to correct the wrong complained of by *Mr. Robert C. Lowry*.

R. TAYLOR SCOTT,  
*Attorney-General.*

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RICHMOND, VA., FEBRUARY 23, 1892.

*Mr. ROBT. C. LOWRY,*  
*28 State street, New York:*

DEAR SIR:

Complaint condition City Point branch, N. & W. R. R.

Your letter of the 19th inst., addressed to the Attorney-General, has been forwarded to me.

I have taken the matter complained of under investigation, and will advise you further when completed.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

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RICHMOND, VA., FEBRUARY 23, 1892.

Complaint physical condition City Point branch, N. & W. R. R.—*Robt. C. Lowry*.

Respectfully referred to *Mr. Joseph H. Sands*, Vice-President N. & W. R. R., Roanoke, Va.

I send you the enclosed correspondence for attention, and will be glad to have you advise me of the general condition of this branch line, the amount of traffic handled thereupon and the speed of your trains, returning the enclosed papers.

I will arrange to have the road examined as early as practicable.

J. C. HILL,  
*Commissioner.*

NEW YORK, FEBRUARY 24, 1892.

J. C. HILL, *Esq.*,*Railway Commissioner, Commonwealth of Virginia, Richmond, Va.:*

DEAR SIR:

Your courteous favor of the 23d has my attention, and perhaps it may be well to convey to you some further information as to the condition of the road-bed of the City Point branch of the Norfolk and Western railway.

I happened to be at City Point, aboard my yacht, on Tuesday, February 16th, and there having been a wreck on the line of that road, about a mile or a mile and a-half outside of City Point, I walked out there, over the road-bed, in order to see the smash up.

Said wreck was caused by a break of the trucks of a freight car, loaded with 45,000 lbs. of railroad ties. Of course, in walking over the road-bed, it did not take me many minutes to see for myself the shockingly rotten condition of the ties, and the worn-out condition of the rails. I may safely say that there was not 25 per cent. of the ties that were really sound. The ends of many of them could easily be kicked to pieces, and torn to pieces by hand.

I found five rotten ties in a row, and pulled up some pieces of the rotten wood with my hands, which I have in this office for future use. The flanges of the rails were badly worn, and the ends of the rails at the joints were, in many instances, all smashed up and worn out, which two circumstances together, caused the wreck above referred to. The wheels of the car, in passing over the worn-out joint of a rotten tie, made such a tremendous jolt, that it made the iron work in the truck break all to pieces.

Of course I made some forcible remarks to both the engineer and the conductor of the train, and they both, without attempting to deny the facts referred to, stated that "they were merely employees, and had nothing to say."

I also talked over the matter with some parties at City Point, and was informed that there had been petitions sent from there asking that the road-bed be put in a safe condition. One of the petitions, signed by the ladies of City Point, was especially mentioned, and I was also informed that the only result of said petition was some little repairs were made on the bridges, and that the road master, or some other official of the road, had ridden over the road, and in a most bullying manner had informed the people that the road-bed was "all right because he said so, and he knew whether it was or not." He probably had orders to make the report.

If your commission will take the trouble to run down to City Point, and walk about a mile or so along the track, outside of City Point, you will find that every word that I have stated is verified.

If the railway people themselves make the examination, you probably will find every word denied by them.

I have already had a letter from one of the directors of the road, a president of one of the banks at Norfolk, undertaking to state that he does not believe my unverified statements, and thus shows an indisposition of said director to do his duty, and to put the road in proper and safe repair.

My interest in the affair is not only from a sense of duty, but because I may have to ride over the road en route to and from my yacht, and I most decidedly object to risking my life and limbs in riding over a road with such rotten ties and worn-out rails.

Very truly yours,

ROBERT C. LOWRY.

ROANOKE, VA., FEBRUARY 25, 1892.

Gen. J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

Your reference of February 23rd, with enclosures relative to the present physical condition of the City Point branch has been received.

Our service on the City Point branch is very light, being principally local business from Petersburg to City Point in connection with the Old Dominion Steamship company, and wood to be shipped in cargo from City Point to eastern cities, all handled by special service. The passenger service on this road is simply one train each way a day except Sunday. The speed does not exceed at any time fifteen miles per hour. We know perfectly well the condition of this branch. The rails are mainly old rails that have been on the road for a long while, and a good many of them are short "U" rails with chair joints. We examine and watch this branch very carefully, and my latest reports, only last month, indicate that the line is entirely safe in every particular, though it is not in as good condition as I would like to see it, or our main line. We have had it on our books for a couple of years past to re-lay this line with good steel rail, but as you know, the times have not been propitious for the expenditure, and as long as the road is in safe condition, we have to be satisfied. If we can we will, naturally, put the road in good shape during this year. Of course it is a matter of record with us that the City Point branch is handled in such a careful manner that we have no trouble there whatsoever, and no trains are derailed and no persons injured.

If I can give you any further information in this matter I will be very glad to do it, and hope that you will send me promptly your report after you have the road examined.

Yours truly,

JOSEPH H. SANDS,

*Vice-President and General Manager.*

RICHMOND, VA., FEBRUARY 26, 1892.

Maj. F. P. LEAVENWORTH,

*Petersburg, Va.:*

DEAR SIR:

Examination physical condition City Point branch N. & W. R. R.

I wish you would read the within correspondence carefully, and as soon as practicable make a careful examination of the City Point branch of the N. & W. R. R., the condition of the track, bridges, &c., and advise me as to its safety at this present time, and what immediate repairs are necessary to ensure avoidance of accidents to persons and property.

Please return the enclosed papers with your report, and oblige,

Yours respectfully,

J. C. HILL,

*Commissioner.*

PETERSBURG, VA., FEB. 27, 1892.

Gen. JAMES C HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

Your instructions of yesterday just received, and I will endeavor to secure a hand car and make the examination as desired, on Monday and Tuesday next. Will probably be able to report to you in person by Thursday.

Yours respectfully,

F. P. LEAVENWORTH.

CITY POINT, MARCH, 1892.

General JAMES C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

In accordance with your instructions of February 26th, I examined the City Point branch of the N. & W. R. R. on the 3d instant, going by the regular 8:45 A. M. train from Petersburg, and walking back on the track the whole way. My house on the river is in sight of City Point; the railroad is my ordinary summer route to Petersburg. I have been familiar with the road since 1844, and have observed with concern its deterioration. The statements in Mr. R. C. Lowry's letters of February 19th to President J. F. Kimball and February 24th to yourself as to the condition of ties and rails, are true to the letter and figure; but Mr. Lowry's walk of "a mile and a half outside of City Point" did not take him over the worst or most neglected portion of the line; in fact, this branch seems to be the catchall for worn-out material from the rest of the company's lines. Iron of different patterns and weights, from 44 to 56 pounds, fish-bars, cast chairs, wrought chairs, broken chairs, no chairs at all, fragments of rail as short as six and eight feet and all worn and battered, the ends crushed down from one-fourth to half an inch; long, rough splinters splitting from the tread. The ties are equally as bad as the rail, old and decayed, and yet not twelve per cent. have been renewed since the change of gauge, as evidenced by the old spike holes. On one stretch between bridges 44 and 42 I counted 24 ties which had rotted off outside of the rail, and picked several spikes out of them with finger and thumb. This was in the worst part of the road. West of Friend's dwelling-house to Petersburg ties and rail are of much better quality and in fair order, although decayed ties are found in considerable numbers even opposite the site of the Norfolk and Petersburg roundhouse. The culverts and bridges are in good order, having lately been repaired and new bents and other timbers supplied where needed. The ditches were hardly in passable order; indeed, the section master could not be expected to do much on nine and a half miles of such track (including the City Point yard) with three hands and a track walker. In one place an eight-inch pine pole with the bark on, cut from the side of the road, and made to do duty for a tie in the lack of proper material, showed that the section master was not in fault. Every one of the 115 oak ties lately thrown off for repair, and now lying by the track, has been used elsewhere before.

As to the service on the road, I enclose a printed slip which is still published in the Daily Index, which names five other trains per week more than Mr. Sands

mentions, and I have myself traveled on two others—namely, those leaving Petersburg on Monday and Friday at 6:30 A. M. to meet the New York steamer and return before 8:45 A. M. All these trains are “mixed,” carrying a composite passenger car in the rear. Safety on this branch is sought by a “45-minute schedule,” although we were 52 minutes in making it from platform to platform, using No. 63, which is one of the lightest engines in use on the N. & W. R. R.

Large quantities of oak, black walnut, ash and poplar logs from West Virginia have been shipped from City Point within a few years past, and yesterday I found the barge Vidette, Captain E. Long, discharging 840 tons of pebble phosphate for Petersburg. From my windows I can see the wharf, never entirely destitute of vessels, and would regret to believe that the river commerce to City Point had dwindled to nothing.

The road needs 25 per cent. of new oak ties at once and six miles of new steel rail, with double the present force of section hands until the ditches and track are gotten in good order.

I enclose a copy of notes taken yesterday on the track, which can be used to verify the statement above. This branch is not supplied with mile-posts or other monuments of distance, and I have used the road crossings and bridges to identify the points specially referred to in this report.

I return also the (five) enclosures received from you February 26th.

Respectfully your obedient servant,

FREDERICK P. LEAVENWORTH,

*Engineer.*

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PETERSBURG, VA., MARCH 7, 1892.

Gen. JAMES C. HILL,

*Railroad Commissioner :*

DEAR SIR:

I enclose copy of original memorandum on physical examination of City Point branch of N. & W. R. R., accidentally omitted from last Thursday's envelope.

Very truly yours,

FREDERICK P. LEAVENWORTH.

*Notes on physical examination of City Point branch of N. & W. R. R., March 3, 1892.*

At City Point, where section master had 3 hands at work servicing track and switch just north of bridge No. 48. All the switch ties old, the ends more or less decayed. T iron 56 lbs. to yard, broken and mashed at the ends. Joint-ties going west appeared to be sound and not so old as the rest.

At Corner's crossing, near the scene of the accident to which Mr. Lowry referred, going east from the crossing, 22 unsound ties in 100, the iron broken and ragged, the ends mashed down, odd lengths of rail, ties  $2\frac{1}{2}$  feet between centers. At Tinsley's crossing City Point, county road, going east to whistle post, 258 sound ties out of 422; going west counted 12 old and decayed ties together some with two deep rail beds on them. Between Cat Tail culvert and Knox's crossing, no new ties, all old and much decayed; three second hand ties dumped for use, and three sound ties lately put in 100 yards west of crossing, and 48 ties just dumped

at Knox's, 200 yards west of Knox's crossing some rails with cast, some with wrought chairs, no fish-bar, and a hand car siding where is a 8 pine pole with bark on put in for a tie. In 100 ties west of this, 29 sound ones.

At Woodlawn (Battis) crossing, 40 sound ties in 100. At Cedar Level main City Point, county road crossing going west, 200 new sound ties out of 382. Bridge No. 45 just west of half-way house, 3 bents in good order, going west 38 sound ties out of 100, chairs of three patterns, and none, some fish-bar, some rails sunk in the old ties flush with the top on the outside. Ditches on Perkinson's land one rod from track centre. At Shand's farm road crossing, rail is 12 feet in length, say 44 lbs to yard, bent and all battered at the ends. In "Frozen Island" 64 ties dropped for use, going west from place of old crossing, 18 sound ties in 100, approaching Rocky Hill crossing of county road 49 sound ties in 121. From crossing to bridge No. 44, 31 sound ties out of 51. Bridge No. 44 of 5 trestle bents in good order, recently repaired; going west 152 sound ties in 200. From first whistle-post west of bridge 44, 16 per cent of ties have been laid since change of gauge, and 25 out of 200 are new and sound. Thence to a rock culvert near a spring in P. Batte's counted 19 ties rotted off and several spikes lifted with the finger. In a side hill cut under Batte's wire fence a 6 piece of light rail, no chair or fish-bars, at east end, 27 broken ties to bridge No. 43. From Friend's farm road crossing west, fair 30 rail and fish-bars to second crossing where 40 per cent sound ties to bridge No. 42 recently overhauled in good order with 1 new bent (9 bents in all); thence west, fair rail, and 52 per cent good ties. This section ends at Bland's factory in Petersburg.

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RICHMOND, VA., MARCH 8, 1892.

Mr. JOSEPH H. SANDS,

*Vice-President N. & W. Railroad, Roanoke, Va.:*

DEAR SIR:

Complaint physical condition City Point branch N. & W. R. R., Robert C. Lowry.

With further reference to my letter of February 23rd and your reply of the 25th. I send you herewith copy of the report made by Maj. Leavenworth, engineer, who made the examination of the City Point road.

Please give the matter attention as early as practicable, advising me, and oblige,

Yours respectfully,

J. C. HILL,

*Commissioner.*

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ROANOKE, VA., MARCH 9, 1892.

General J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

Your favor of the 8th in the matter of complaint physical condition of the City Point branch, has been received and noted.

I will refer this letter to the proper parties for a further examination as to the condition of the cross-ties. As far as the rails are concerned, they are perfectly safe for the speed, and we are willing to assume the responsibility in connection



with the same. The cross-ties undoubtedly should be in good condition, and I will examine into this and will advise you further.

Yours truly,

JOSEPH H. SANDS,  
*Vice-President and General Manager.*

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ROANOKE, VA., MARCH 19, 1892.

General J. C. HILL,  
*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

I herewith beg to hand you copy of report made to Mr. Flickwir, general superintendent of our eastern division, by Mr. E. L. DuBarry, superintendent Norfolk division (of which the City Point branch is a part) in connection with the condition of this latter branch.

When the season opens we will give attention to the City Point branch and arrange to have its reasonable requirements carried out.

Yours truly,

FRANK HUGER,  
*For Vice-President and General Manager.*

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CREWE, VA., MARCH 11, 1892.

D. W. FLICKWIR, *Esq.*,  
*General Superintendent:*

DEAR SIR:

Further referring to your favor of the 9th inst. and the accompanying papers in relation to the report made to the Railroad Commissioner by Major Leavenworth, engineer, on City Point branch.

This morning I went to City Point on the 8:45 train, reached there at 9:50; after looking around the station and the wharf, I started with Supervisor Sowers and walked over the track to Petersburg, making a personal and critical examination of the same.

Mr. Leavenworth in his report is in error when he says the City Point branch seems to be the "catch-all" for worn-out material from the rest of the company's line. He is correct when he states that there are iron of different patterns and weights, varying from 44 to 56 lbs. He omits to state, however, that there is nearly two miles of 52-lb. steel rail. He is correct when he states that there are fish-bars, cast chairs, wrought chairs, broken chairs, and no chairs at all. The shortest piece of rail that I found in the City Point branch was four feet. It was a good piece of rail and well secured on good ties. There are some pieces varying from six, ten, and twelve feet; a large portion of the iron rail is about 22 feet. The rail shows service—hard wear—some of it pretty badly worn, and has been so for years. I see very little difference in the rail to-day and what it was three years ago. You know that a rail set in a cast or wrought chair will mash at the ends, and such is the case, but in no instance did I find a rail mashed and battered to the extent of one-half inch at the end. There is very little of the rail very badly worn, showing rough splinters splitting from the tread. You understand

how iron rail wears, it flattens off, but I do not think that there is a piece of rail in the City Point branch which is unsafe to run over to-day; that is to say, to run over at the speed which trains are allowed to run on that branch. The ties as a rule are not equally as bad as the rail, nor are they old and decayed. I did not go into the examination of what percentage had been renewed since the change of gauge, for that would have no bearing in the case. There are cypress ties that have been in there I know, six years, and are as good to-day as when they were put in, and will last six years longer.

I cannot say that the ditching is in good condition, but it is in better condition than it ever has been since I have been on the road. There was in one place a piece of pine (a young tree), which had been used as a make-shift for a cross-tie, but it was good and sound.

Mr. Leavenworth notes that 115 oak ties, lately thrown off for repairs and now lying by the track, had been used elsewhere before. This is correct, except as to numbers. There were 190 of them originally, and they were perfectly sound ties. They came from the siding at Wynkoop's quarry, which you know never had a train over it, except the work train to take the material down and lay the track, and afterwards to go down and take it up. The ties were perfectly sound, and as good as new. We run over the road the following trains:

Leave Petersburg at 6:30 A. M. Monday, and return with the Old Dominion freight as soon as it is loaded; then leave Petersburg at 8:45 A. M., and make connection with the James river steamer, and return to Petersburg.

On Tuesday we leave Petersburg at 8:45 A. M. and return about 11 A. M.; leave again at 6 P. M., and return as soon as the freight at City Point is loaded.

On Wednesday we leave Petersburg at 8:45 A. M. and return at 11 A. M.

On Thursday we leave Petersburg at 8:45 A. M., and return at 11 A. M., and leave again at 1 P. M., and return as soon as the freight is loaded at City Point.

Friday we leave Petersburg at 6:30 A. M., and return from City Point as soon as the Old Dominion freight is loaded. Leave here again at 8:45 A. M. and return at 11 A. M., and leave at 6 P. M., and return as soon as the freight is loaded at City Point.

On Saturday we leave at 8:45 A. M., and return at 11 A. M.; leave at 1 P. M., and return as soon as the freight is loaded at City Point.

These trains are required to consume forty-five minutes between Petersburg and City Point, and *vice versa*. The day which Mr. Leavenworth refers to, he says they were fifty-two minutes in making it. That may have been an unusually heavy train, and they proceeded with the usual care in descending the grade into City Point. Engine 63 is used to haul this train and it is a light engine.

If large quantities of oak, black walnut, ash, and poplar logs from West Virginia have been shipped from City Point, I do not know it. Very little goes from City Point except Old Dominion freight, cord wood and cross-ties. It is true that a vessel with Florida phosphate reached City Point last month loaded with phosphate rock for Davie & Whittle, at Petersburg, and we hauled that from City Point to Petersburg, and it is the first of this character of freight we have ever had.

For your special information I followed as closely as possible the examination made by Major Leavenworth, commencing for this purpose at City Point. His first notation as the section man and three hands at work, is correct. That is the force (with the track-walker) that is allowed on the City Point branch.

The switch referred to in Major Leavenworth's report, had five bad switch ties, only two of which were really necessary to be removed at an early date. The rail

is known as the Norfolk rail (iron) about 56 pounds to the yard, and is pretty well worn; it is mashed a little at the ends, but nothing to endanger an engine or a car passing safely over it. From City Point to a mile and half this side of there, there are 166 decayed and broken ties.

From Comer's crossing to a point two miles this side of City Point I found but fifty-one decayed cross-ties, or cross-ties broken, and which I would remove. This, bear in mind, is every bad cross-tie from City Point for two miles. The iron is a little rough and the ends a little mashed down, as one must expect with wrought or cast chairs; odd lengths of rail, one piece I have measured was seven feet—from that to twenty-two feet. Ties, some of them were two and a half feet from centre to centre, which is nothing unusual on a branch road.

From a point two miles this side of City Point to Tinsley's crossing I found forty-two ties either decayed or broken, and they will be removed in proper time.

From Tinsley's crossing to Cat-Tail culvert I found fifty-four decayed or broken ties. Major Leavenworth says he found 258 sound ties out of 422. I found between the same point designated by Major Leavenworth but fifty-two bad cross-ties, and in no place did I find twelve bad ties together.

Between Cat-Tail culvert and Knox's crossing I found 250 decayed and broken ties. Mr. Leavenworth notes some of the rail with cast, some with wrought chairs, and no fish bars. This is correct of all the City Point road, excepting where we have the two miles of steel. We have "U" rail, little "T," we have every variety, and we have wrought chairs, cast chairs, "U" rail chairs, in fact, all kinds to fit the rail that is in the track. Mr. Leavenworth notes at Woodlawn (Batte's) crossing 40 cross-ties in 100. I only found 10.

From Batte's crossing to Cedar Level crossing I found 114 decayed and broken ties. From Cedar Level to bridge 45 I found 145 cross-ties decayed and broken. At no place did I find the rail sunk in the old ties flush with the top on the outside.

The ditches in Perkinson's lands were nine feet from the centre of our track.

In the neighborhood of Shandy's farm crossing it is a 44 lb. rail, and some of it was 10 and 12 feet long.

From bridge 45 to Shandy's road crossing, 201 cross-ties decayed and broken. From Shandy's crossing to Rocky Mount crossing, 506 cross-ties decayed and broken. From bridge 44 to Batte's spring, 172 broken and decayed ties. In the side hill cut referred to by Mr. Leavenworth, I found two pieces of rail together. One had a splice bar securing it to the other rail, and the other piece was spiked, but the ties under this rail were sound and the rails were 7 and 8 feet long.

From Batte's spring to bridge 43 I found 28 decayed and broken cross-ties. From Friend's farm road crossing Mr. Leavenworth says fair 30 foot rail and fish-bars. The rail was the old Norfolk rail, 22 feet long. From bridge 43 to where the 52½ lb. steel commences I found 30 broken and decayed ties. From the commencement of the steel (52 lbs.) to bridge 42, I found 120 broken and decayed ties. From bridge 42 to the end of the City Point road at our connection near Mays Hill, I found 270 broken and decayed cross-ties.

I am satisfied that you will bear me out in the assertion that the City Point branch is to-day in a perfectly safe condition for the movement of traffic over it, not only the safety of the passengers, but the property entrusted to our charge. The rate of speed is such as to make it perfectly safe. The same men run the engine on this branch regularly, and they know every inch of it. True the City

Point branch is not in the condition that the main line is kept, nor is it expected to keep a branch line like the City Point in that condition. The rail, as shown by the report, is rough in some places, it is old, as you know, but it is sound; it is rough to those riding in the coach, owing to the fact that the joints are of every variety and pattern, wrought and cast, U and T rail, steel and iron, and it is an impossibility to have a smooth surface on such rail. The bridges are in condition to take a ten wheel engine to-day, and I would not hesitate to run one there if occasion required. The policing on this branch is not as good as I would like to have it, but the force allowed me will not permit of my going into policing and ditching to the extent that we do on our main line. I do maintain that the City Point branch is in perfectly safe condition for the transaction of business over it, but I will admit that it is not as smooth a piece of riding track as I have seen. From the personal examination, made with great care to-day, I counted but 2,169 cross-ties that are necessary to-day to remove—these decayed and broken ties. I did send to this branch a few weeks ago 190 cross-ties taken from Wynkoop's siding; they were new ties, had been in the track but a few months, and never had a train over them. I wanted these ties to renew as far as practicable the broken ties on the City Point branch. Supervisor Sowers accompanied me afoot on this trip, and he says that he found fewer cross-ties broken and decayed than he expected to find. We went over it very slowly and examined each tie as we came to it, and I am satisfied that if a critical examination were made by one experienced in such matters, that they would furnish the same result as to cross-ties as I have done in this report. These ties will go in when I am authorized to put in ties this year. I made my estimate for cross-ties for this branch, and when it is allowed the ties will be put in; but I do not think that it is of such importance as to require their being put in immediately. This is no season to put in cross-ties, a cross-tie should only be put in now when absolutely necessary.

Major Leavenworth says that we want six miles of new rail.

You know that I have recommended that we renew the City Point branch with fit 52½ lbs. steel. Not that I consider it unsafe, but I think that it would give better satisfaction, and enable us to maintain the branch for less money than it would with the old iron now in. Had I considered this track unsafe sir, I would have appealed to you for aid before anybody would have an opportunity to make complaints.

There being no mile-posts on the City Point branch I was unable to make my locations by mile-posts, as I would otherwise have done.

Very respectfully,

EDMUND L. DuBARRY,  
*Sup't Norfolk Division.*

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RICHMOND, VA., MARCH 26, 1892.

Major F. P. LEAVENWORTH,  
*Engineer, Petersburg, Va. :*

DEAR SIR:

Physical examination City Point branch, N. & W. R. R.

I send you herewith for examination all correspondence pertaining to this matter.

Please note the report of the Superintendent of the Norfolk division of the N. & W. road to the General Superintendent. As I understand, the ties will be replaced as early as practicable after the season will permit.

Do you consider the road safe under the present conditions and train service until that time?

When the repairs are made I will want you to examine the road again. Please return all papers.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

PETERSBURG, VA., APRIL 11, 1892.

General J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

In accordance with your instructions, I have read the papers, and also again examined the west half of the City Point branch. The condition of this branch is so bad as to render it imperative to reduce the speed of trains to about one mile in five minutes. An increase of this rate, any where east of Friend's crossing (where the 30 lb. steel rail from Petersburg terminates), would imperil the safety of passengers upon the present track. If the Commissioner is willing to regard a 45-minute schedule for 9½ miles of fairly level country as a proper rate of speed, I am of opinion that light trains may run without casualties, but casualties when they do occur will be much complicated by the decayed condition of the ties, and broken and battered iron, and the company should be held to a strict account for them.

The report of 11th March by the Superintendent of the Norfolk division shows that the officials of the road have largely increased their knowledge of the condition and service of this branch since the letter of February 25th to you from the General Manager.

Neither the people of Prince George and Petersburg, who procured the act of incorporation in December, 1835, nor the State authorities who in 1838 contributed \$20,000 to its completion, contemplated the deterioration of this public work to its present condition of neglect and decay. I find that a very large cargo of walnut logs was shipped here for the English steamship Jeddo in June, 1885, and about that date I saw cargoes of zinc ore from the mountain mines shipped at a point just north of the depot. This business may have been transferred to other points for cause, but the track is in no condition to safely bear swift heavy freights. The people who constructed this branch, and conveyed it to the A. M. & O. R. R. Co. are not satisfied with its present condition, and their written remonstrance of December 14th last to the officials of the N. & W. R. R. Co. remains without reply.

I enclose memorandum of additional notes made April 2d upon the track, and all papers.

Very respectfully, your obedient servant,

F. P. LEAVENWORTH,  
*Engineer.*

*Memoranda made April 2, 1892, from Batte's Crossing, westward, on City Point Branch  
Norfolk and Western Railroad.*

- |     |   |   |
|-----|---|---|
| 100 | { | 30 ties out of the first hundred decayed.   |
|     | { | 33 ties new, laid since June 1, 1886.   |
|     | { | The twentieth and thirty-fifth ties cut into two by rail.   |
| 200 | { | 51 ties out of the second hundred decayed.  |
|     | { | 10 ties new, laid since June 1, 1886.   |
|     | { | Lifted spike out of chair in ninety-third tie with finger.  |
|     | { | Eighty-first to ninety-second ties, inclusive, decayed.   |
| 300 | { | 29 ties in the third hundred decayed.   |
|     | { | 32 ties new, laid since June 1, 1886.   |
|     | { | Second, twenty-third, twenty-fourth, thirty-second, forty-third, and sixty-first rails and chairs sunken. |
| 400 | { | 25 ties in fourth hundred decayed.  |
|     | { | 7 ties new.   |
|     | { | Forty-first tie, took out spike with fingers.   |
|     | { | Fifty-first tie above top of hook of wrought chair.   |
|     | { | Sixty-first tie above top of hook.  |
| 500 | { | 21 ties decayed in fifth hundred.   |
|     | { | 32 new ties in fifth hundred.   |
|     | { | Twelfth, twentieth, and twenty-fourth ties have rails and chairs sunken in them half depth.               |
|     | { | Fourteenth tie, took out spike with fingers.  |

The thirty-eighth tie east of a granite-faced pipe drain in Farmingdell, took up spikes with finger, and west of this culvert rail badly battered, and twenty-fourth, twenty-sixth, and twenty-eighth ties have rail sunken. Weight of rail changes near here going west, and a fish bar laid crossways to equalize difference in height. The twelfth tie west of this has spikes drawn with the finger; the forty-third no spikes. I find to-day 145 decayed ties from Cedar Level crossing to bridge 45. West from the crossing the one hundredth tie has a chair flush in it under north rail; so the ninety-ninth; 24 ties were decayed and 35 new in this 100.

In the second hundred ties westward 30 were new, 39 badly decayed. The sixteenth had its spikes drawn with the finger.

In the third hundred, 65 new ties, 23 decayed, a cast chair sunk flush in forty-sixth tie, north side.

In the fourth hundred, 28 new, 18 decayed.

In the fifth hundred, 29 new, 29 decayed; the twenty-seventh tie is flush with the rail.

At Half-way House N. rail is 3 in. high; S. rail is 4½ in. high. U rail battered ½ in. on ends. Ditches from bridge to old Quarter-house, 16½ in. from track centre. One hundred feet west of Shand's crossing, 17 bad ties together on a curve, some without any spikes. I note 55 old ties removed lately at west end of cut in Frozen Island.

From Rocky Hill branch 204 ties decayed to one flush with rail; two hundred and sixteenth, two hundred and seventeenth, two hundred and eighteenth, no spikes on outer curve; two hundred and forty-eighth flush with fish bar bolts in decayed cypress on largest in cut, and 278 decayed to culvert, and 284 in all decayed to Batte's spring; and from Batte's spring to bridge 43, 53 decayed ties.

In Friend's farm, at both crossings, April 2, measured steel rail 30 feet long, probably 52 lbs. to yard, fair rail to Petersburg.

April 2, 1892.

RICHMOND, VA., APRIL 19, 1892.

Col. FRANK HUGER,

*Sup't Transportation N. & W. R. R., Roanoke, Va.:*

DEAR SIR:

Physical condition City Point branch N. & W. R. R.

Referring further to this subject, your letter under date of the 19th ulto.

This matter has again been carefully examined by Maj. Leavenworth, our engineer, and the improvements that have been suggested are considered absolutely necessary for safe transportation of passengers over that portion of the road. I will be glad, therefore, if you will arrange to have made the necessary improvements with the least possible delay, and when finished notify me, and I will have the road examined again.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

BEDFORD CITY, VA., DECEMBER 28, 1891.

General J. C. HILL,

*Railroad Commissioner:*

By reference to section 1299 of the Code of Virginia, we find it stated therein that the Railroad Commissioner "shall have the general supervision of all railroads in this State operated by steam, and shall examine the same and keep himself informed as to their physical condition, and the manner in which they are operated, with reference to the security and accommodation of the public," and beg leave to call your attention to the fact that by reason of the improper location of the passenger station of the Norfolk and Western railroad company, and their arrangements for taking on and putting off passengers at Bedford City, the public is put to serious inconvenience and disadvantage, and respectfully ask that you come to Bedford City and inquire into the facts and take such action as may be necessary and proper to have this road "operated with reference to the accommodation of the public."

Jos. Lawson & Co., Lynchburg, wholesale liquors.

L. P. Shaner, Lynchburg, cattle dealer.

L. G. Dicks, Lynchburg, wholesale shoe salesman.

L. G. Effinger, Lynchburg, wholesale grocer.

Wm. A. Miller & Son, Lynchburg, seed dealers.

J. W. Hix, Williams & Co., Lynchburg, grocers.

W. E. Bowling, Lynchburg, wholesale crockery.

O. B. Barker, Lynchburg, wholesale hardware.

Hopkins & St. Clair, Bedford City, druggists.

E. G. Abbott, Bedford City, merchant.  
C. L. Ayres & Co., Bedford City, merchants.  
J. H. Gunn, Bedford City, contractor.  
Parker & Wilkinson, Bedford City, merchants.  
B. Wilkes, Jr., Bedford City, merchant.  
D. Blanford, agent, Bedford City, water-work contractor.  
W. J. Hubard, Bedford City, bookseller and stationer.  
W. D. Abbott, Bedford City, merchant.  
F. W. Proctor, Bedford City.  
J. R. Nichols, Bedford City.  
S. Hirsh, Bedford City, merchant.  
E. B. Stone, Bedford City, merchant.  
W. S. Foster, Bedford City.  
A. J. Goodwin, Bedford City, merchant.  
W. N. Stone, Bedford City, merchant.  
J. W. Ballard, Bedford City, merchant.  
Minter Bros., Bedford City, merchant.  
Bibb & Bush, Bedford City, merchant.  
E. B. Bibb, Bedford City, merchant.  
W. L. Bush, Bedford City, general merchant.  
J. A. Lazenfer, Bedford City.  
W. P. Bush, Bedford City, merchant.  
H. C. Goodsen, Bedford City, merchant.  
Reynolds & Co., Bedford City, merchant.  
J. L. McGhee, Bedford City, merchant.  
J. P. Cash, Bedford City.  
J. W. Walker, Bedford City.  
C. B. Buford, Sr., Bedford City.  
A. Y. Walker, Bedford City.  
Elliott, Hoffman & Brown, Bedford City, merchant.  
Jno. W. Crawford, Bedford City, contractor.  
J. L. Fuqua, Bedford City, druggist.  
C. A. Board, Bedford City.  
G. W. Cauntle & Co., Bedford City, merchants.  
W. W. Franklin, Bedford City.  
R. M. Booth, Bedford City.  
Wm. Gibbs, Bedford City.  
J. M. Burruss, agent, Lynchburg, Va.  
E. G. Buck, Bedford City, manufacturer.  
J. C. Tate, Bedford City, furniture.  
H. C. Lowry, Commonwealth's Attorney.  
W. H. McGhee.  
D. M. Newson, proprietor of People's warehouse.  
T. G. Gish, merchant.  
C. R. Carder, undertaker.  
E. A. Hatcher, merchant.  
Geo. D. Wingfield, merchant.  
J. W. Smith.  
J. B. Campbell, merchant.



E. A. Gill.  
Thomas Campbell, merchant.  
H. Doyle, merchant.  
C. H. Dooley.  
M. P. Carder, undertaker.  
J. E. Nelms.

BEDFORD CITY, VA., DECEMBER 30, 1891.

General J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

MY DEAR SIR:

I received the enclosed petition by yesterday's mail with the request that I enclose same to you.

The location of new passenger station is about one mile west of the old station, and the streets leading to it have never been macadamized, and they are in bad condition; with more bad weather they would be impassable. Fully 95 per cent. of our population are greatly inconvenienced by the railroad thus far refusing even to make a flag stop at the old station. If you will come up and look into this matter I feel sure you will appreciate the injustice that is being done this community.

Yours very respectfully,

S. M. BOLLING.

RICHMOND, VA., DECEMBER 31, 1891.

Mr. S. M. BOLLING,

*Bedford City, Va.:*

DEAR SIR:

Station facilities at Bedford.

Your letter of the 30th inst., with enclosed petition, relating to the N. & W. passenger station at Bedford, has been received and noted carefully.

I have to-day sent the papers to Mr. Sands, Vice-President of the N. & W. road for attention, and will advise you further in the matter when I have his reply.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

RICHMOND, VA., DECEMBER 31, 1891.

Petition citizens Bedford City in reference to station facilities.

Respectfully referred to Mr. Jos. H. Sands, Vice-President N. & W. R. R., Roanoke, Va.

The within petition of the citizens of Bedford in reference to the station facilities for passengers at that point is referred for your attention.

The petition has been transmitted to me by the representative from Bedford in House of Delegates, and has requested early advices.

Will you therefore give the matter prompt attention.

J. C. HILL,  
*Commissioner.*

ROANOKE, VA., JANUARY 2, 1892.

J. C. HILL, Esq.,  
*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

I have your favor of the 31st December enclosing petition from the citizens of Bedford City with regard to the new passenger station at that point.

This matter will have my attention, and I will advise you definitely later on as to what conclusions we arrive at.

Yours truly,

JOSEPH H. SANDS,  
*Vice-President & General Manager.*

BEDFORD CITY, VA., JANUARY 15, 1892.

Gen. JAMES C. HILL,  
*Railroad Commissioner:*

DEAR SIR:

From Mr. Bolling I learn that Mr. Sands proposes to lay before you some papers in reference to the location of the passenger station at Bedford City. I therefore desire to give the facts and circumstances under which a petition of citizens was obtained. A scheme was set on foot by the few interested in the organization of a land company to have the station located on their lands. This was kept from the public, and a petition circulated which I signed without suspicion or expectation that the officers of the railroad company would be so inconsiderate as to put the station anywhere except in proximity to the business centre of the town. My signature, and nearly all of those on the petition, were obtained by withholding from us the object had in view. This petition obtained in that way did not give their sanction to the present location. The first we knew of such intention was the arrival of the railroad officials here who were met in carriages by the land company people, driven to the site and a contract made before the citizens knew anything of it. It also comes within my knowledge that some of our citizens attempted to get up a protest before any work was done, but were told that it was too late, that the contract had been signed, &c. Mr. P. L. Terry was appealed to, to see Mr. Eddy, but was told the question was settled. Another fact I desire to mention is that the "Virginia Investment Company," controlled by the officers of the N. & W. R. R., hold \$10,000 of the stock of the land company on whose property the station was located. If you desire it we can send you a certificate to show how the signatures to the petition were obtained. Hoping you may help to secure this community the privilege of getting on the trains without so great inconvenience and loss of time. (It takes our mail 20 minutes now, instead 5 before to get to the P. O.)

I am, yours truly,

C. A. BOARD.

BEDFORD CITY, VA., JANUARY 15, 1892.

General J. C. HILL,

DEAR GENERAL:

I have heard through our representative, Mr. S. M. Bolling, that the petition sent you from this place had been referred to the railroad company

officials, and thinking that they might use a petition which was very numerously signed by the citizens of this place to mislead you, I will therefore try to give you some idea how that petition was obtained. I was one of the signers, and was requested to sign a petition to the railroad company for a fine passenger depot, as the company had expressed their willingness to do so if the citizens would petition for it, and the thought never occurred to me but that when they built it it would be built about the old depot, and when I found out that they had it in contemplation to move the depot so far away from all of the business interest, some of us remonstrated, but were told if we would wait until the proper time we would get a flag station, but that matters had gone too far not to build the new depot, and I have heard from a great many of the other signers, and the same representations had been made with the same result as with me.

We, the citizens, are suffering great inconvenience by the present arrangement, and wish very much that you would come up and see the condition of the matter, if you have any doubts on your mind what course you should pursue.

Very respectfully,

W. H. MCGHEE,

LYNCHBURG, VA., JANUARY 28, 1892.

Mr. J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

Will you kindly inform me whether anything has as yet been done relative to the trains stopping at the old depot at Bedford City, instead of the new one, as has heretofore been the case.

Yours truly,

EDGAR FRANKLIN,

*Secretary.*

ROANOKE, VA., JANUARY 29, 1892.

JAMES C. HILL,

*Richmond, Va.:*

I have been so very busy that I have not been able to get the papers together. I will try to let you have them the early part of next week.

JOSEPH H. SANDS.

RICHMOND, VA., JANUARY 29, 1892.

Mr. E. FRANKLIN,

*Secretary Board Trade, Lynchburg, Va.:*

DEAR SIR:

Station facilities at Bedford.

Acknowledging receipt of your letter of the 25th inst. Mr. Sands, Vice-President of the N. & W. road advises me to-day that definite advices will be given in the matter in the early part of next week, when I will advise you.

Yours respectfully,

J. C. HILL,

*Commissioner,*

RICHMOND, VA., FEBRUARY 16, 1892.

Station facilities at Bedford, Va., N. &amp; W. R. R.

Respectfully referred to Mr. R. Taylor Scott, Attorney-General.

I wish you would look over the within correspondence, which fully explains itself, and give me your opinion as to my jurisdiction in the matter complained of, returning me the papers as early as convenient, and oblige,

J. C. HILL,  
*Commissioner.*

RICHMOND, VA., FEBRUARY 23, 1892.

Respectfully returned to the commissioner of railroads.

In my opinion sections 1299, 1300, and 1301, Code of Virginia, 1887, confer upon you jurisdiction over the matters of complaint from Bedford city and Clifton Forge.

I do not think you should exercise this power on the demand of one or a few persons, the injury must be to the public, and the change you demand be reasonable, expedient, and necessary for the accommodation of the public.

R. TAYLOR SCOTT,  
*Attorney-General.*

RICHMOND, VA., FEBRUARY 24, 1892.

Mr. JOS. H. SANDS,

*Vice-President N. & W. R. R., Roanoke, Va.:*

DEAR SIR:

Station facilities at Bedford, N. &amp; W. R. R.

Referring to your letter of May 2nd, and telegram of 29th in reference to this matter.

The demands of the public in this case appear to be reasonable, expedient, and necessary for their proper accommodation, and I shall be obliged if you will notify me what action the company proposes taking to remedy the complaints, and without further delay.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

ROANOKE, VA., FEBRUARY 25, 1892.

General J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

I must apologize to you for not having replied to you definitely with regard to the inquiry as to stopping our passenger trains at the freight station at Bedford for passengers.

First of all, I have been absent almost constantly, and have not been able to give the matter the attention it deserved. Then again, I have been endeavoring to find out whether it would be possible to carry out your wishes in the matter.

The more I go into the subject the more objections I find. You know the pres-

ent passenger station at Bedford was located with the knowledge and consent of parties at interest in Bedford, and practically upon a petition signed by them. The company has expended in this work between thirty and forty thousand dollars. Now, simply because matters in general are flat in Bedford, to abandon the use of our expensive station and go back to the old methods would not be good business, and we will, therefore, have to decline to make the extra stop with our passenger trains at the freight station.

Yours truly,

JOSEPH H. SANDS,  
*Vice-President and General Manager.*

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ROANOKE, VA., FEBRUARY 26, 1892.

General J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

I have your favor of the 24th in the matter of station facilities at Bedford.

I had already written you yesterday on this subject.

Yours truly,

JOSEPH H. SANDS,  
*Vice-President and General Manager.*

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RICHMOND, VA., FEBRUARY 26, 1892.

Mr. Jos. H. SANDS,

*Vice-President N. & W. R. R., Roanoke, Va.:*

DEAR SIR:

Station facilities at Bedford, N. & W. R. R.

Receipt is acknowledged of your letter of the 25th inst., with reference to this matter.

Please return the petition from the Bedford citizens, sent with my letter of Dec. 31st, and oblige,

Yours respectfully,

J. C. HILL,  
*Commissioner.*

---

ROANOKE, VA., FEBRUARY 27, 1892.

Gen. J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

I have your favor of the 26th on the subject of station facilities at Bedford.

I return you herewith the petitions of the citizens of Bedford, relative to this matter, as you request.

Yours truly,

JOSEPH H. SANDS,  
*Vice-President & General Manager.*

RICHMOND, VA., MARCH 11, 1892.

EDGAR FRANKLIN, *Esq.*,*Secretary Board of Trade, Lynchburg, Va.:*

DEAR SIR:

Your letter dated 8th inst. was held by Mr. Akers for my personal attention.

I have taken all the necessary steps to bring this matter to, I believe, a satisfactory conclusion, and from its inception have acted in thorough accord with the citizens of Bedford who are directly interested in its solution.

Yours truly,

J. C. HILL,  
*Commissioner.*

RICHMOND VA., MARCH 11, 1892.

JOS. H. SANDS, *Esq.*,*V. P. & General Manager N. & W. R. R., Roanoke, Va.:*

DEAR SIR:

Referring to our correspondence, and interview of yesterday, I have decided that it is my duty to require that at least one train, each way a day, stop at the old depot. As a satisfactory compromise, I would suggest that you stop at the old depot local trains, No. 17 west bound and No. 18 east bound. In the event that you do not concur in this proposition, please accept this as a notice that I will proceed as directed by sections 1299, 1300 and 1301, Code of Virginia.

Yours truly,

J. C. HILL,  
*Commissioner.*

BEDFORD CITY, VA., MARCH 11, 1892.

*General J. C. HILL,**Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

Since you were here yesterday I have seen a number of our leading people, and they are opposed most strongly to any action looking to forcing the N. & W. R. R. Co. to stop its trains, or any of them, at the old depot. They are taken by surprise, and think no order should be made until they have an opportunity to be heard before you. This I stated to you yesterday, and you expressed a willingness to wait and hear both sides, but for the fact that Mr. Sands was to leave for Europe in a few days, and desired the question to be settled before he left. I would submit, however, that this would put us in the position of having your decision *against* us when it might be *for* us upon hearing our side and ascertaining what portion or proportion of the public preferred the present arrangement. I will not attempt now to repeat my arguments, but merely write to ascertain whether you will give us the opportunity to lay our side of the case before you before you make any order on the railroad company.

I really acknowledge your intention to make a conservative order applicable to but two trains per day, but if the effect is to be the same as if the order was

applicable to all trains, thereby closing the new station, then the order is in effect most radical. Awaiting your answer, I am,

Very respectfully yours,

J. LAURENCE CAMPBELL.

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ROANOKE, VA., MARCH 12, 1892.

General J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

Your favor of March 11th has been received and carefully noted.

As I have already stated to you personally and officially, the company has determined to have but one passenger station in the town of Bedford. The new station that has been built is the one we propose to occupy and operate, and we will make no stops with any of our passenger trains at the old station.

I take it under this decision of ours you will proceed as directed by sections 1299, 1300, and 1301 of the Code of Virginia, and I beg to advise you the company will be prepared to protect its interest in the premises.

Yours truly,

JOSEPH H. SANDS,

*Vice-President and General Manager.*

---

LYNCHBURG, VA., MARCH 12, 1892.

General J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

I have your favor of the 11th instant. I note your remark as to having acted in thorough accord with the citizens of Bedford. I am unaware of having made any intimation that your action in the case had been unsatisfactory to any one, but I wish distinctly to be placed on record with you now as opposed to the assumption that you seem to make, that it is a matter between yourself, the N. & W. road, and the citizens of Bedford. It is a matter between the citizens of Virginia, the public generally, and the railroad company; and as citizens of this State our Board requested your action.

Yours truly,

EDGAR FRANKLIN,

*Secretary.*

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BEDFORD CITY, VA., MARCH 16, 1892.

Gen'l J. C. HILL,

*Richmond, Va.:*

DEAR GENERAL:

I understand you have been petitioned to require the N. & W. R. R. Co. to stop their passenger trains at the old depot, and that the authorities of the road say that if this is required by you they will have to close the new depot, as they cannot keep a double set of agents or clerks here. I beg to say a word on

this subject. Our people solicited the N. & W. to build a new depot here, and a petition for this purpose, most numerous signed, was forwarded to the company. The petition did not even suggest a site for the proposed depot, still less was it qualified by any restriction as to a site. On the contrary it was a fact voiced throughout the town, and well understood by everybody that the company had *declared it would not build* the depot on the site of the old. The authorities of the company received this petition, and in response to it came to Bedford City, were met by a delegation of citizens and conveyed to the various sites thought to be at all available. The present site was chosen, and after the lapse of some time the construction of the new depot was begun. True it is that as soon as the chosen site became known there were *kickers*. Still they did not manifest their opposition in any such decided form as to give the company any notice that there was any opposition at all. The company were some months in constructing the new depot, and the thing grew and took shape under the very noses of our people. They saw the liberal expenditure of money both upon the building and the grounds about it, and still kept silence. But so soon as the trains began to pass by the old station and stop at the new, there came mutterings and dissatisfactions loud and deep from some. I do not in any capacity represent the railroad, and never have done so, and am under no manner of obligations whatever to them or any other corporations, but prompted purely by a spirit of fair dealing, it does seem to me that this faction of Bedford who are making this row, are estopped from any active objection to the present management, and that it would be an outrage upon the railroad company, and opposed to all conscience and equity for this communication to be countenanced in any step that would practically close or do away with the new depot. The old one furnishes no adequate accommodations to the public, and it would be difficult, by any improvements put upon the old, to render it even a safe station for passengers to get off and on. In conclusion I trust you will not heed this senseless clamor.

Very truly and respectfully,

E. P. GOGGIN.

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RICHMOND, VA., MARCH 17, 1892.

Dr. C. A. BOARD,  
Bedford, Va. :

DEAR SIR :

Station facilities at Bedford, Va.

I will arrange to be in Bedford on Tuesday morning next, the 22d inst., and will be glad to see you in reference to this matter.

I have received a letter from Mr. J. L. Campbell on the subject, and have advised him as above.

Yours respectfully,

J. C. HILL,  
*Commissioner.*



RICHMOND, VA., MARCH 17, 1892.

J. L. CAMPBELL, *Esq.*,*Bedford City, Va.:*

DEAR SIR:

I have just seen your letter of the 10th inst.

I will be in Bedford City Tuesday, 22d, by early morning train, and give all sides a full hearing. Will you kindly give the parties interested notice.

Yours respectfully,

J. C. HILL,  
*Railroad Commissioner.*

BEDFORD CITY, VA., MARCH 17, 1892.

General J. C. HILL,

*Office Railway Commissioner, Richmond, Va.:*

DEAR SIR:

I am in receipt of your favor of the 15th instant, stating that you will be here on Tuesday, March 22d, to give a hearing in the matter of stopping trains at the old station.

With thanks, I am, very truly yours,

J. LAURENCE CAMPBELL.

LYNCHBURG, VA., MARCH 17, 1892.

General J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

I am advised by Mr. Sands as follows: "At no time have we shown any disposition to grant the privilege you ask for in your recent letter at Bedford"; and noting in your letter that you have acted in thorough accord with the citizens of Bedford in this matter, I will be glad if you will advise me what has been done and what is the present status of the case, as I certainly do not expect to concede a case in which we are so clearly right without at least making all the effort possible to obtain redress.

Yours truly,

EDGAR FRANKLIN,  
*Secretary.*

RICHMOND, VA., MARCH 18, 1892.

EDGAR FRANKLIN, *Esq.*,*Secretary Board Trade, Lynchburg, Va.:*

DEAR SIR:

In response to yours of the 17th inst., I went to Roanoke and Bedford City last week, and left the latter under the impression that a satisfactory arrangement could be made. Since that I have had letters from Bedford City asking another hearing before I proceeded further. This I have consented to, and have fixed upon next Tuesday morning for that purpose.

Yours truly,

J. C. HILL,  
*Commissioner.*

BEDFORD CITY, VA., MARCH 19, 1892.

General J. C. HILL:

DEAR SIR:

Yours notifying me that you will be in Bedford City Tuesday morning, and will have a talk with me on the subject of the passenger station, has been received. I will be pleased to see you, but deem it proper to state my position in reference to this complaint. I do not believe the present arrangement of passenger station meets the demand of the public in the way of railroad facilities, and am of opinion that we ought to have a stop at the old station, and therefore signed the petition requesting you to come and enquire into the facts, &c., but I *have positively declined to lead* the movement to redress this grievance. When Mr. Bolling wrote me that he had directed you to notify me when you would come here, I at once wrote him to correct this and ask you to report to some other person, as for reasons satisfactory to myself *I would not* take an active part in this movement. I will therefore turn your note over to some other persons, as I suppose it was intended for the complainants generally, rather than to myself personally.

Respectfully,

C. A. BOARD.

BEDFORD CITY, VA., MARCH 23, 1892.

General J. C. HILL:

DEAR GENERAL:

Since the day you appointed the time for your last visit to this place, there has been a desperate effort on the part of the B. C. land company to get up a petition, which I think is misleading. I, of course, don't know what your idea is, whether to be influenced by petitions or do as you expressed an intention—to require the railroad company to accommodate the traveling public by making a stop at the old depot. If you wish for the people of the town, and that portion of the county that is tributary to this town, we think we can get several thousand names, but don't want to have to do so unless you think it necessary. The first petition was only to call your attention to our grievances. Please let me know if you think another petition would be advisable.

Very truly yours,

W. H. MCGHEE.

RICHMOND, VA., MARCH 25, 1892.

Hon. S. M. BOLLING,

*Bedford, Va.:*

DEAR SIR:

Bedford station facilities.

I have arranged to have the further hearing of the Bedford station matter on Monday, the 28th instant, the meeting arranged for last Tuesday having been deferred on account of my sickness.

Kindly notify the parties interested accordingly, that I will arrive at Bedford on the early morning train.

Yours respectfully,

J. C. HILL,  
*Commissioner.*

*Copies of two locals in Bedford Democrat of January 31, 1890. Name of Liberty changed and limits extended, taking in grounds where new depot is, on March 3, 1890. See acts 1889-'90, page 757.*

FRIDAY, January 31, 1890.

A petition has been in circulation and has been numerously signed, asking the Norfolk and Western railroad authorities to build a new and more attractive passenger depot at *Liberty*. We are pleased to say that there is a prospect of success in that coveted enterprise.

FRIDAY, January 31, 1890.

### WHAT IS TO BE.

*A new passenger depot to be erected in the near future.*

We have for some time past known that a movement was on foot to give an impetus to our town, but for prudential reasons have refrained from mentioning the things that were in prospect.

Among those things was the erection of a more commodious passenger depot. We now feel authorized to say that the building of such depot is an assured fact. Yesterday Superintendent Joseph H. Sands made a visit to Liberty with the object of looking over the ground and selecting a suitable sight. This was his first visit to our place, and his drive around town dispelled the ideas formed by looking out on the surroundings of our present depot and along the railroad. He was much pleased with our location and capabilities, and especially with the spirit lately manifested by our enterprising citizens who are pushing the new enterprise. We are also authorized to say that the site of the new depot will be immediately west of the Academy grounds, and that a handsome stone structure will be erected there in the near future that will cost \$30,000. *It is also a part of the plan to build a large and substantial brick freight depot at the present site, and to allow passengers to get on and off at that point.*

It is proposed to lay off and ornament the grounds around and the approaches to the new depot so as to make it an attractive place. There are other things proposed that will add materially to the substantial business of the place, but we prefer to wait till they have taken definite shape. Our citizens who met with Mr. Sands were well pleased at the disposition he showed to help us, if we will only help ourselves. The Democrat has no axes to grind, but stands ready to push any and all enterprises looking to the development of our town, for which nature has done so much. There is an old adage that "the gods help those that help themselves." Let every good citizen put his shoulder to the wheel and press forward the good work. In unity there is strength.

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BEDFORD CITY, BEDFORD COUNTY, VA., MARCH 24, 1892.

General J. C. HILL:

DEAR SIR:

I forward enclosed for your consideration. Dr. Charles A. Board, of this place, was editor of *Bedford Democrat* January 31, 1890.

Very respectfully,

R. D. BUFORD.

If you should come here, I would like to have a personal interview with you.

R. D. B.

## REPORT OF THE RAILROAD COMMISSIONER.

LYNCHBURG, VA., MARCH 21, 1892.

General J. C. HILL,

*Railroad Commissioner, Richmond, Va. :*

DEAR SIR:

I have your favor of the 18th. Kindly advise me as to what conclusion is reached Tuesday morning relative to the Bedford City depot. Thanking you in advance,

I am, yours truly,

EDGAR FRANKLIN,

*Secretary.*

RICHMOND, VA., MARCH 25, 1892.

Mr. E. FRANKLIN,

*Secretary Board Trade, Lynchburg, Va. :*

DEAR SIR:

Bedford station facilities.

Referring to your letter of the 21st inst.

The meeting arranged for last Tuesday has been deferred until Monday next, the 28th inst. You will be advised in due course of the result.

Yours respectfully,

J. C. HILL,

*Commissioner.*

RICHMOND, VA., MARCH 30, 1892.

Mr. E. FRANKLIN,

*Secretary Board Trade, Lynchburg, Va. :*

DEAR SIR:

Bedford station facilities.

Referring to my letter of the 25th inst. pertaining to this matter.

This case has been referred to the Board of Public Works, and will be heard on Wednesday, April 6th.

All parties interested have been notified to appear, and the board will be glad to have representatives from your city.

Yours respectfully,

J. C. HILL,

*Commissioner.*

RICHMOND, VA., MARCH 30, 1892.

Col. FRANK HUGER,

*Sup't Transportation N. & W. R. R., Roanoke, Va. :*

DEAR SIR:

Bedford station facilities.

Referring to your telegram of to-day.

Wednesday April 6th has been fixed for the hearing of this case before the Board of Public Works, and all parties interested have been notified accordingly.

Yours respectfully,

J. C. HILL,

*Commissioner.*

ROANOKE, VA., MARCH 30, 1892.

Gen. J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

Replying to your message of the twenty-eighth, this company will be prepared to appear before the Board of Public Works on April sixth, as suggested by you, please advise me definitely if this is the day for the hearing.

FRANK HUGER.

BEDFORD CITY, VA., MARCH 21, 1892.

To General J. C. HILL,

*Railroad Commissioner, Richmond, Va.:*

DEAR SIR:

The undersigned, citizens of Bedford, learning that the use of the old depot as a stopping place for the passenger trains of the N. & W. R. R. Co. will result in the closing and removal of the new station, respectfully urge that no legal action be taken to compel said company to stop its passenger trains at the old depot.

Respectfully,

R. B. Clayton, merchant; E. A. Hatcher, merchant; Jno. M. Clayton, merchant; Geo. D. Wingfield, clerk; C. I. Dunn, O. C. Pollard; Burks, Wright & Co., tobacconist; Jno. G. Burks, tobacconist; E. B. Stone, merchant; A. J. Goodwin, clerk; J. B. Blamire, clerk; C. W. Wharton, cashier of Liberty Savings Bank; W. H. Wilkinson, merchant; H. S. Froime, tailor; Fisher & Hughlett Bros., druggists; L. C. Hughlett, druggist; T. C. Dennis, dentist; J. A. Williamson, shoemaker; W. G. Clayton, T. P. Barclay; James W. Smith, book-keeper for Liberty Savings Bank; H. C. Hopkins, druggist; W. W. Berry, attorney; J. C. Brown; T. C. Jopling, tobacco dealer; J. A. Davis, minister; Geo. F. Almond, clerk; Calloway Brown, judge of County Court; Jno. W. Lowry, insurance agent; W. B. Stump, justice of peace; Jno. B. Goode, attorney; John M. Speece, clerk of Circuit Court, Bedford county; N. D. Hawkins, superintendent of county schools; T. W. Berry, president First National Bank, Bedford City, Va.; Chas. L. Mosby, clerk; C. L. Ayres, W. T. Oliver, H. B. Satterwhite; E. G. Abbott, merchant; J. A. Thaxton, merchant; F. W. Proctor, minister; N. Sale & Co., insurance agent; J. H. Early; W. B. Bears, ice maker; J. W. Wingo, H. C. Cooper & Co., Paul Bargamin, H. A. Harkley, Chas. E. Rogner, S. B. Mosby & Co., S. B. Mosby, M. P. Burks, A. B. Claytor & Co., S. W. Clark, G. W. Davis, W. H. Bell, R. L. Sale, J. E. Hall, C. E. Harris, D. F. Aunspaugh, J. T. Davidson, Ewen Davidson, R. D. Thurman, H. C. Cooper, G. A. Bush, Jno. P. Goggin, R. M. Curtis, B. F. Key, J. W. Gish, C. Atwood Moore, D. M. Clayton, S. H. Quit, Jr., W. M. Quarles, Commercial Tobacco Company, Henry I. Jordan; D. W. Garrett, sergeant; J. S. G. Mays, E. M. Dennis, Pocahontas Tobacco Company, W. S. Foster, R. P. Kyle; J. W. Johnston, tobacconist; O. L. McCraw, J. T. Campbell, H. B. Colburn, M. P. Carder, Jos. H. Riddick, Jr., E. Sumter Smith, C. D. Ragland, E. C. Burks, F. H. Whitaker, Jr., R. W. Coffee Manufacture, R. W. Coffee Machine Company, J. A. Clark, Clark & Co., Berry Bros., S. J. Baker, J. L. Arthur, Jr., Rosser Tobacco Company, A. W.

McKenney, S. I. Burks, R. A. Howell, J. N. Clark, J. A. Thurman, R. W. Arthur, H. C. Lowry, D. C. Arthur, G. C. Jeter, Jeter & McGhee, J. H. Bexas, G. P. Parker, J. W. Bond, R. M. Parker; Burks & Campbell, attorneys; John W. Tizer, J. M. Daniel, Piedmont Tobacco Company, H. W. Moseley, R. H. Patterson, Jno. M. Early; Oppenheim, Satterwhite & Co.; W. H. Mosby, P. M.; S. L. Johnson, A. W. Mitchell, C. H. Dooley, W. P. Hoffman, M. T. Harrison, Bedford Democrat, W. J. Hubbard, Wm. P. Wright, O. C. Rucker, G. T. Cauthern, R. Kenna Campbell, The Bedford Index, E. P. Goggin, Goggin & Rucker, C. P. Adams, O. H. Kelsey, R. B. Claytor & Co., J. R. Marsh; Robert G. O'Hara, M. D.; J. Laurence Campbell, J. R. Preas, J. Offenheim, J. L. Huddleston, B. A. Davis, Jr., Virginia Business College, C. W. Phelps, John E. Mitchell, Jr., J. E. Mitchell; Jno. F. Curtis, of B. W. & Co.; W. B. Dunn, J. S. Buckley; W. D. Abbott, merchant; N. L. Aunspaugh, F. Gray, N. F. Fisher, S. H. Markley, Graham Claytor, Walker Thomas, J. W. Minter, Jno. S. Kasey, W. H. Fizer, J. H. Walker, J. H. Walker & Co., F. C. Breozel; P. L. Saunders, mayor; J. C. Hatcher, O. B. Smith, Gish & Smith, O. P. Bell, Thos. Mulcare; L. A. Sale, attorney-at-law; A. M. Hughlett, Ind.; R. M. Academy, by A. M. Hughlett, for Faculty; A. P. Foster, contractor; J. A. Lazenby, Bedford Coal Company, D. Blandford, T. C. Goode, Jno. W. Sale.

City and county of Philadelphia, ss:

Frederick J. Kimball, being duly sworn according to law deposes and says:

I am the president of the Norfolk & Western railroad company. During the year 1889 or 1890, Mr. Joseph H. Sands, general manager of our railroad company called my attention to the steadily increasing traffic in both passenger and freight to and from Bedford, and he exhibited to me some statistics bearing upon that subject, and at the same time stated that it had been brought to his attention that the citizens of Bedford felt that our railroad officials had not shown the same interest in Bedford as they had at other points. I replied to Mr. Sands that that was a reproach which should no longer be made, and suggested to him that we at once go together to Bedford, meet some of the citizens and see if anything could be done which would be a benefit to them, and thereby increase the business of the station.

We visited Bedford, met a number of leading citizens and had a general discussion as to what could be done that would be mutually beneficial to the town and the railroad, and it was stated to us that the accommodations then afforded at the present station were entirely inadequate to the business, and we were asked to erect a new passenger station, retaining the old station exclusively for freight purposes. We then made an examination to find a suitable location for the passenger station in the event of our deciding to adopt the suggestion made to us. In selecting a site for a passenger station it was advisable to locate it on the side of the railroad opposite to the freight station, so that when cars were standing in front of the freight station for the purpose of unloading they would not be in the way of passengers getting on and off the trains. Our railroad company owned no land suitable for a passenger station in the vicinity of its old station, and none was available suitable for the purpose, it being our desire and the desire of the citizens with whom we conversed, that the station should be attractive and surrounded

with ample grounds which could be beautified and made attractive. We examined various sites which were suggested, both east and west of the station, and one was selected which appeared to be the most desirable as being near the site for the proposed hotel and Randolph-Macon Academy. We stated that if the site was donated to the railroad company, and streets opened and improved, that the railroad company would put up a new passenger station, but before deciding we wished to know definitely that a new passenger station was really required, and that the site selected was considered a proper one. These views were expressed to Major Griffin, and in response thereto a petition, a copy of which is hereto attached, was handed to Mr. Sands, signed by over 170 individual citizens, corporations and partnerships residing or doing business at Bedford, and we were informed and believed that the petition contained the names of citizens of almost all if not all the influential and prominent citizens of the town, and persons holding high official position in the community. The petition called attention to the serious disadvantages suffered by the town for want of suitable and comfortable accommodations for passengers at the old station, and earnestly requested that the railroad company erect at such point as it might elect, a passenger station which would at once promote the comfort of the public and the attractiveness of the town as a means to its prosperity. This petition the railroad company received and considered as reflecting the well considered opinion of the citizens of Bedford, and it was urged upon the railroad company that if an attractive passenger station was erected it would be a great aid to the improvement of the town and the development of its business. With this petition before it, and after further thorough and careful investigation and consideration of the subject by its officials, and after consultation with the leading citizens of Bedford, the railroad company with the full knowledge of the citizens of Bedford, and in an earnest desire to accommodate and benefit them, and at the same time with a due regard to the accommodation, business and necessities of the place, the traveling public and the obligations and convenience of the railroad company, it was decided to locate the new station where it was subsequently built. The contract for the construction of the new station was given out on August 29, 1890, and the work having commenced soon afterward the new station building was completed and opened for business on September 7, 1891. When the new station was opened the old station was abandoned for passenger purposes, and since then has been used exclusively for freight. The new station building has cost the railroad company the sum of \$24,205 80, and is one of the handsomest and most substantial buildings upon the Norfolk & Western railroad. It is situated near the principal hotel and in front of the Randolph-Macon Academy, and is easily accessible to all parts of the town, and it furnishes good and ample facilities to the public. To compel the railroad company to stop its passenger trains at the old station would be an unnecessary burden upon the railroad company, as it would increase its expense without increasing its business. In comparison to the great number of passengers who would be inconvenienced and delayed by the additional stoppage and loss of time, the convenience it would afford to a few would not be worthy of consideration. To maintain an additional station, additional ticket and baggage facilities would have to be furnished, involving the railroad company in large additional and unnecessary expenses for employees, the salaries of whom would be at least \$100 per month.

If compelled for any reason to stop its passenger trains at the old station, it will be necessary for the company to abandon the use of and remove the new one, as

the business of the town does not justify the maintenance of two passenger stations.

F. J. KIMBALL.

Sworn and subscribed before me this 4th day of April, A. D. 1892.

CHAS. H. BANNARD,

*Notary Public.*

We, the undersigned citizens of the town of Liberty, realizing the serious disadvantages to our town of the want of a suitable and comfortable accommodation of railroad passengers at the present station of the Norfolk and Western railroad company at Liberty, and appreciating the liberal spirit of said company as exhibited toward the towns along the line of its road, respectfully and earnestly petition said company to erect at such point as it may select, a passenger station that will at once promote the comfort of the patrons of the road and the prosperity and attractiveness of the town.

S. M. Bolling, J. A. Gleaves, J. B. Lockard, R. B. Claytor, W. N. Stone, D. F. Auns-  
paugh, Geo. L. Colgate, W. T. Jessey, W. S. Gish, Jno. R. Thurman, A. P. Fos-  
ter, J. W. Thomas, S. B. Cowling, John M. Wright, T. M. Wills, E. D. Hatcher,  
T. C. Joplin, James R. Marsh, C. E. Harris, S. A. Berry, J. W. Jones, J. O.  
Brown, A. J. Goodwin, R. W. Coffee, H. B. Colburn, H. W. Mosely, T. G. Gish,  
James W. Campbell, R. H. Thomas, W. G. Claytor, J. E. Nelms, W. O. Joplin  
& Co., D. P. Coppedge, W. G. Neighbors, J. A. Dooley, R. D. Buford, W. H.  
Bell, James A. Clark, J. L. Arthur, Jr., J. Oppenheim, S. W. Clark, C. E.  
Adams, Jno. W. Crawford, J. N. Adams, W. T. Whietson, J. M. Berry, Walter  
L. Aunsbaugh, R. C. Ragland, T. W. Berry, Jno. M. Claytor, C. L. Ayres,  
W. T. Smith, Jno. M. Speece (Clerk Circuit Court), C. M. Matthew, C. Auns-  
paugh, J. B. Buford, Jr., J. H. Walker, J. S. Burks, Dixey Tobacco company  
(O. C. Bell, manager), Nelson Sale, J. Lawrence Campbell, Graham Claytor,  
G. W. Claytor, R. M. Chandler, J. H. Bushman, Geo. C. Abbott, S. Griffin,  
Walter Izard, W. B. Stump, I. W. Gish, B. S. Owen, R. M. Curtis, J. F. Bondu-  
rant, J. H. Hudnall, James W. Adams, J. M. Daniel, R. Kenna Campbell, O. B.  
Smith, C. H. Hale, Hy. D. Wingfield, W. A. Sale, J. H. McGhee, R. S. Quarles  
(Clerk Bedford County Court), C. C. Keeth, Joe Aunsbaugh, J. N. Early, D.  
W. Garrett, Sr., P. C. Hurt, Jno. P. Goggin, W. S. Foster, M. P. Burks, Jno. W.  
Lowry, O. C. Rucker, C. J. Ballou, M. P. Carder, J. A. Williamson, Jno. T.  
Campbell, H. C. Lowry, H. W. Sitwell, W. P. Hoffman, W. H. Mosely, J. M.  
Nelms, J. T. Cauthorn, E. G. Buck, J. R. Press, J. C. Hatcher, F. E. Hopkins,  
W. H. McGhee, C. A. Board, Jno. A. Lazanby, P. L. Saunderson, A. W. Kelsey,  
W. T. Fitzpatrick, Jno. L. Doggett, J. W. Bond, A. L. Hatcher, J. Dorsey  
Berry, Chas. E. Ragan, T. H. Marshall, R. W. Dooley, T. C. Joplin & Co.,  
Dixey Tobacco company, Berry Bros., Gish & Co., Elliott & Brown, R. B. Clay-  
tor & Co., J. W. Ballard, S. Hinks, J. E. Tate, F. C. Breazel, *Bedford Democrat*,  
J. B. Buford, S. F. Burkes, A. C. Arthur, J. A. Davis, C. T. Anderson, D.  
Wade, A. Jordan, W. A. Fulcome, D. Blandford, Wm. Eubank, W. S. McKin-  
ney, E. P. Goggin, I. A. Sale, J. W. Walker, Jno. W. Sale, J. W. Rogers, Jno.  
F. Kurtiss, W. T. Harrison, J. Pisony, T. C. Wilson, O. B. Smith & Co., Clark



& Co., White Smith & Co., A. J. Almond, Abbott Bros., M. Wolff, Stone Bros. & Co., E. C. Abbott, D. B. Blandford & Co., C. L. Ayres & Co., Judd Hunt & Co., Liberty Ptg. Mfg. Co., *The Bedford Index*, Burks, Wright & Co., Liberty Woolen Mfg. Co., W. F. Fisher, Bolling, Wright & Co., Bedford Electric Co., Rosser Tobacco Co., G. A. Miller, Liberty Coal Co.

RICHMOND, VA., APRIL 5, 1892.

TO THE HONORABLE,

*The Board of Public Works of Virginia :*

GENTLEMEN :

Pursuant to sections 1299, 1300, and 1301, Code of Virginia, I herewith submit to your honorable body all the papers in connection with the complaint of sundry citizens of Bedford City *vs.* The Norfolk and Western railroad company, in the matter of depot facilities at Bedford City, and ask that you take such action as you may deem necessary in the premises.

Very respectfully, your obedient servant,

J. C. HILL,  
*Commissioner.*

RICHMOND, VA., APRIL 6, 1892.

General J. C. HILL,

*Railroad Commissioner, Richmond, Va. :*

DEAR SIR :

Your favor of the 5th inst., together with the papers submitted in regard to complaint of citizens of Bedford City against the Norfolk and Western railroad company, in the matter of depot facilities at that point, were laid before the Board this day, and after hearing arguments *pro* and *con*, the board entered the following :

"And the board having maturely considered the question, and it appearing to the board that the present passenger depot of the Norfolk and Western railroad company, at Bedford City, was built at the request of a very large number of the citizens of that city, and at an expense of \$24,205 80, and that a very large majority of the citizens now oppose the action desired by the petitioners, the board declines to take any action looking to a change in the present depot and the stoppage of passenger trains."

I return you the papers.

Yours truly,

C. LEE MOORE,  
*Secretary.*

RICHMOND, VA., APRIL 12, 1892.

Mr. E. FRANKLIN,

*Secretary Board Trade, Lynchburg, Va. :*

DEAR SIR :

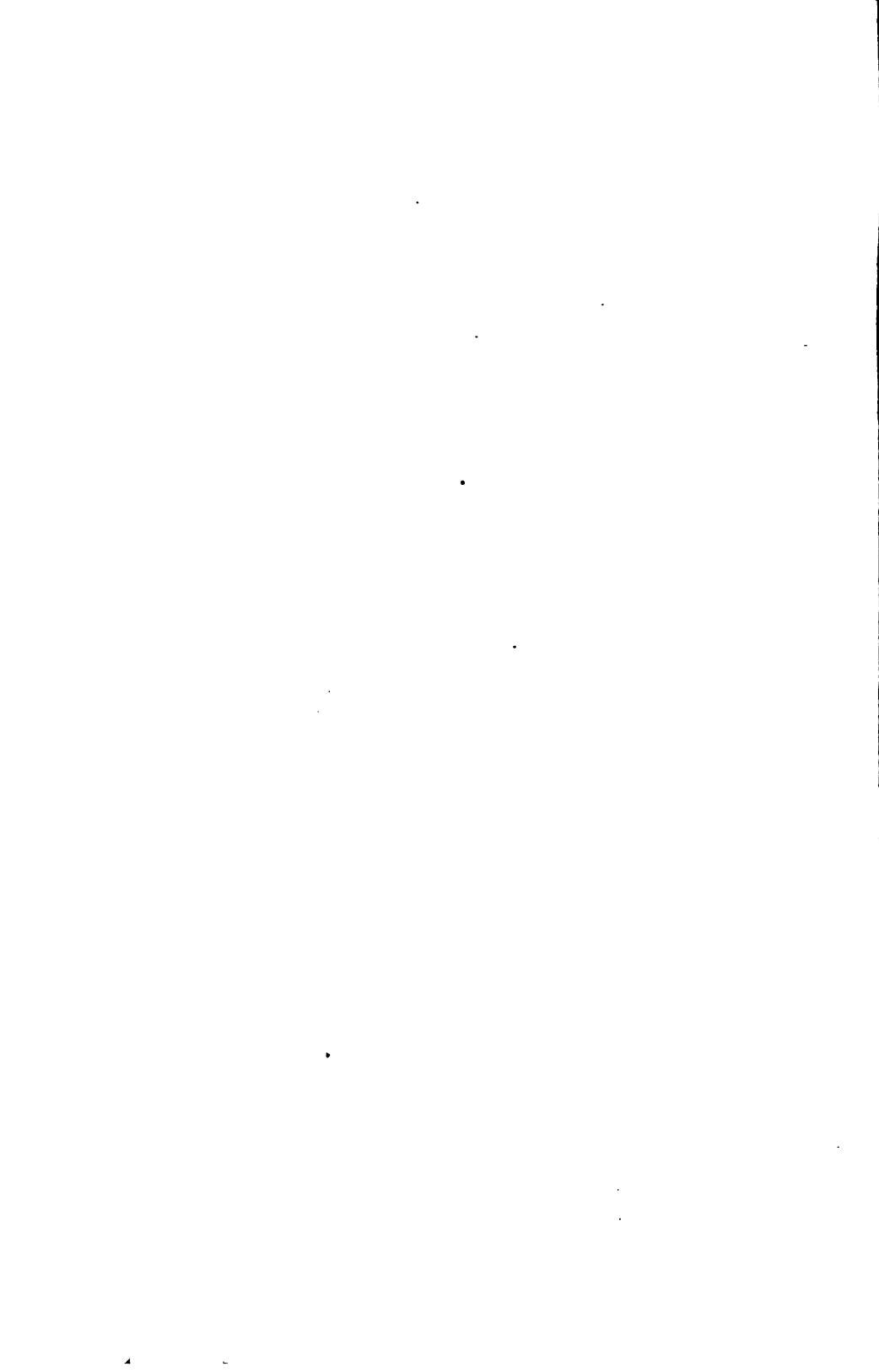
Station facilities at Bedford.

Referring to my letter of the 30th ulto. pertaining to this matter.

The Board of Public Works heard this case on the 6th inst., and I send you herewith copy of notice received from the secretary, giving their decision in the matter.

Yours respectfully,

J. C. HILL,  
*Commissioner.*



# STATISTICAL TABLES.

REPORT OF THE RAILROAD COMMISSIONER.

TABLE NO. 1.—MILEAGE OF ROADS IN THE STATE, KIND OF RAILS, ETC.

NAMES OF ROADS.	Main line.	Branches.	Yard track, second sidings, spurs, and	Total length of all tracks.	Mileage in the State.	RAILS.	
						Steel.	Iron.
Atlantic and Danville.....	266	19	403.10	285	285	285	
Chesapeake and Ohio.....	995.37	93.07	4.51	1,491.54	714.25	714.25	4.51
Cumberland Valley and Martinsburg.....	33.65			38.16	9.17	33.65	4.51
Danville and Western.....	75	8		83.00	75	38	45
Farmville and Fowltown.....	88.72	7.14	10.08	105.94	105.94	64.59	41.35
Franklin and West Virginia.....	25.90		1.39	31.29	31.29		31.29
Louisville and Nashville (Cumberland Valley Division).....	65.75		14.24	79.99	65.75	65.75	
Milton and South Pin.....	6.50			6.50	6.23		6.50
New York, Philadelphia and Norfolk.....	93	17	15.91	127.91	69	117.96	9.95
Norfolk and Carolina.....	103.49	9.21	9.85	119.55	43.69	119.55	19.64
Norfolk and Southern.....	102.85	3.76	17.15	123.76	30.57	103.82	95.68
Norfolk and Western.....	1,073.88	345.28	406.41	1,825.57	1,038.97	1,730.89	
Norfolk and Ocean View.....	7.90			8	8		8
Norfolk, Alexandria and Atlantic.....	55.50		1.70	19.60	18.60	17.90	1.70
Oxford, Clarkeville.....	55.90		2.76	1.07	1.07	54.50	2.76
Petersburg.....	58.90		8.60	67.89	59	63.69	3.89
Petersburg and Asylum.....	3.37			3.37	3.37		
Piedmont.....	48.40		7.38	56.38	5.91	49.61	6.72
Potomac.....	1.70			1.70	1.70	1.70	
Potomac, Frederickburg and Piedmont.....	38		2	40	40	37	39.33
Richmond and Danville.....	143.07	11	38.54	192.61	102.61	146.37	46.14
Richmond and Mechanicsburg.....	31.30		1.10	32.40	32.40	31.30	1.10
Richmond and Petersburg.....	22.45		9.44	31.89	31.89	31.89	
Richmont, Frederickburg and Potomac.....	78.45	6.29	18.05	103.09	103.09	103.09	
Richm., Frederickburg and Potomac and Richmond and Petersburg Connection.....	1.25			1.25	1.25	1.25	
Richmond, York River and Chesapeake.....	30.10		13.88	52.98	52.98	40.38	12.60
Richmond and Seven Pines.....	7.50		.25	7.75	7.75		

Seaboard and Roanoke.....	78.00	35	26.90	140.50	62.28	34.80	6.60
Suffolk and Carolina.....	39	.....	11	60	14	.....	.....
Suffolk Lumber Company.....	15	.....	12	27	15	23	4
Sulphur Mines.....	4	.....	.....	4	4	4	.....
South Atlantic and Ohio.....	71.09	.....	5.20	76.29	76.29	40.63	14.04
Strasburg and Harrisonburg.....	50.63	.....	4.94	55.57	55.57	32.90	.....
Strasburg and Southampton.....	23.90	.....	7.00	32.90	32.90	43.94	23.25
Surry, Sussex and Southampton.....	61	.....	6.10	67.19	67.19	271.34	130.21
Valley.....	204.18	138.52	58.85	401.55	401.55	39.84	4.99
Virginia Midland.....	32.27	2.40	10.16	44.83	44.83	46.65	10.81
Washington Southern.....	50.12	.....	6.34	56.46	56.46	27.32	9
Washington, Ohio and Western.....	32	.....	4.32	36.32	12	.....	10.22
Winchester and Potomac.....	19	.....	3.22	22.22	22.22	12	.....
Winchester and Strasburg.....	.....	.....	.....	.....	.....	.....	.....
Total.....	4,174.18	695.67	1,142.44	6,012.29	3,908.76	4,405.40	590.47

## REPORT OF THE RAILROAD COMMISSIONER.

TABLE No. 2—CAPITAL STOCK.

NAMES OF ROADS.	Number of shares.	Par value.	Total amount authorized.	TOTAL AMOUNT ISSUED AND OUTSTANDING.	
				Common.	Preferred.
Atlantic and Danville.....	57,548.9	\$100 00	\$5,754,890 00	\$5,754,890 00	
Chesapeake and Ohio.....		100 00	83,407,400 00	58,407,400 00	\$3,987,100 00
Cumberland Valley and Martinsburg.....		100 00	700,000 00	700,000 00	
Danville and Western.....	7,000	100 00	2,000,000 00	388,000 00	500,000 00
Farmville and Powhatan.....	3,686	100 00	1,000,000 00	407,100 00	
Franklin and Pittsylvania.....	10,000	100 00	200,000 00	200,000 00	
Louisville and Nashville.....	2,000	50 00	58,800 00	58,800 00	
Milton and Sutherland.....		100 00	1,714,375 00	1,714,375 00	
New York, Philadelphia and Norfolk.....	25,000	100 00	2,500,000 00	1,500,000 00	
Norfolk and Carolina.....	15,000	100 00	2,000,000 00	2,000,000 00	
Norfolk and Southern.....	20,000	100 00	2,000,000 00	9,500,000 00	43,000,000 00
Norfolk and Western.....	325,000	100 00	52,500,000 00	50,000 00	
Norfolk and Ocean View.....	4,000	50 00	20,000 00	50,000 00	
Norfolk, Albemarle and Atlantic.....	5,000	100 00	50,000 00	50,000 00	
Oxford and Clarksville.....		100 00	130,000 00	130,000 00	
Petersburg.....	13,225	100 00	1,322,500 00	960,800 00	325,500 00
Petersburg and Asylum.....	400	50 00	20,000 00	20,000 00	
Piedmont.....		100 00	200,000 00	101,000 00	
Potomac.....	2,000	100 00	1,460,000 00	460,000 00	
Potomac, Frederickburg and Piedmont.....	4,000	100 00	5,000,000 00	5,000,000 00	
Richmond and Danville.....	50,000	100 00	357,900 00	357,900 00	
Richmond and Mecklenburg.....		100 00	1,000,000 00	1,000,000 00	
Richmond and Petersburg.....	10,000	100 00	3,747,850 00	2,236,250 00	500,000 00
Richmond, Frederickburg and Potomac.....	37,478.2	100 00	200,000 00	407,500 00	281,000 00
Richmond, Frederickburg and Potomac and Richmond and Petersburg connection.....	2,000	100 00	600,000 00	407,500 00	18,500 00
Richmond, York River and Chesapeake.....		100 00			
Richmond and Seven Pines.....	1,000	100 00			

Seaboard and Roanoke.....	18,029	100 00	1,750,000 00	1,058,700 00	244,240 00
Suffolk and Carolina.....	5,000	100 00	500,000 00	400,000 00	
Suffolk Lumber Company.....	240	100 00	500,000 00	20,000 00	
Sulphur Mines.....					
South Atlantic and Ohio.....		100 00		1,100,000 00	
Strasburg and Harrisonburg.....	5,000	100 00	500,000 00	500,000 00	
Surry, Sussex and Southampton.....	32,000	100 00	3,200,000 00	2,712,200 00	
Valley.....		100 00	10,800,000 00	6,098,143 65	
Virginia Midland.....	20,000	50 00	1,000,000 00	1,000,000 00	
Washington Southern.....		100 00	1,500,000 00	1,500,000 00	
Washington, Ohio and Western.....	180,000	25 00		180,000 00	
Winchester and Potomac.....	6,000	100 00	600,000 00	74,000 00	
Winchester and Strasburg.....					

TABLE No. 3.—DEBTS.

NAMES OF ROADS.	Capital stock.	Funded debt.	Floating debt.	Total amount of debts.	Amount of debt per mile.	Mileage.
Atlantic and Danville.....	\$3,754,890 00	\$4,952,000 00	\$593,980 23	\$11,220,850 23	\$39,406 46	285
Chesapeake and Ohio.....	62,394,500 00	51,463,588 06	4,261,331 31	118,119,419 37	108,331 76	1,083.44
Cumberland Valley and Martinsburg.....	700,000 00	52,004 08	52,004 08	102,008 16	22,374 76	33.66
Danville and Western.....	368,600 00	1,052,000 00	5,469 03	1,426,069 03	17,131 32	83.86
Franklin and Potomac.....	997,100 00	823,378 78	71,292 23	1,891,681 01	13,733 72	20.90
Franklin and Pennsylvania.....	200,000 00	100,000 00	.....	300,000 00	10,033 45	62.75
Louisville and Nashville.....	58,800 00	24,960 00	.....	83,760 00	12,886 75	65.50
Milton and Sutherland.....	1,714,375 00	3,073,000 00	1,014,415 32	5,801,790 32	51,801 70	112
New York, Philadelphia and Norfolk.....	1,500,000 00	1,320,000 00	123,270 92	2,943,270 92	26,890 14	108.70
Norfolk and Carolina.....	2,000,000 00	625,000 00	25,328 03	2,650,328 03	24,630 61	106.61
Norfolk and Southern.....	52,500,000 00	55,751,597 00	4,636,366 82	112,887,963 82	79,433 68	1,421.16
Norfolk and Western.....	500,000 00	31,500 00	.....	531,500 00	10,187 50	8
Norfolk and Ocean View.....	500,000 00	500,000 00	47,379 44	1,047,379 44	58,512 82	17.90
Norfolk, Albemarle and Atlantic.....	130,000 00	97,500 00	20,582 08	248,082 08	4,390 83	56.50
Oxford and Clarksville.....	1,294,300 00	1,642,000 00	124,258 03	3,060,558 03	61,713 14	58.99
Petersburg.....	20,000 00	30,000 00	.....	50,000 00	14,836 80	3.37
Petersburg and Asylum.....	.....	1,000,000 00	.....	1,000,000 00	131,007 09	48.40
Piedmont.....	101,000 00	121,712 05	.....	222,712 05	22,020 94	1.70
Potomac, Fredericksburg and Piedmont.....	400,000 00	318,314 89	58,480 75	776,795 74	22,020 94	38
Potomac and Danville.....	6,000,000 00	12,434,277 60	6,978,407 64	24,412,685 24	158,451 81	154.07
Richmond and Mecklenburg.....	357,900 00	475,000 00	79,469 92	912,389 92	20,181 78	31.30
Richmond and Petersburg.....	1,000,000 00	680,000 00	160,177 68	1,840,177 68	81,967 82	22.45
Richmond, Fredericksburg and Potomac.....	2,738,050 00	1,120,891 23	138,470 65	3,998,011 88	47,113 31	85.04
Richmond, Fred. and Potomac and Rich. and Petersburg connection.....	200,000 00	.....	.....	200,000 00	160,000 00	1.25
Richmond, York River and Chesapeake.....	497,500 00	900,000 00	.....	1,397,500 00	35,741 68	39.10
Richmond and Seven Pines.....	18,400 00	65,000 00	.....	83,400 00	11,120 00	7.60



Seaboard and Roanoke.....	1,302,900 00	2,075,694 00	55,104 00	3,453,608 00	30,226 21	113.00
Suffolk and Carolina.....	400,000 00	140,000 00	13,865 30	553,865 30	14,301 67	30
Suffolk Lumber Company.....	200,000 00			200,000 00	13,353 33	10
Supplum Mines.....						4
South Atlantic and Ohio.....	1,110,000 00	1,968,250 00	55,563 33	3,133,823 33	44,082 48	71.00
Strasburg and Harrisonburg.....	50,000 00		95,474 10	145,474 10	5,010 76	25.00
Valley, Sussex and Southampton.....	2,712,200 00	750,000 00	64,688 10	3,596,888 10	57,317 84	63
Virginia Midland.....	6,000,000 00	12,500,000 00	497,508 77	19,997,508 77	55,331 86	342.70
Washington Southern.....	1,000,000 00	1,000,000 00	33,377 85	2,033,377 85	58,449 40	34.67
Washington, Ontario and Western.....	1,500,000 00	1,875,000 00		3,375,000 00	67,538 80	50.12
Winchester and Potomac.....	100,000 00	252,250 00		412,250 00	12,863 81	32
Winchester and Strasburg.....	74,600 00			74,600 00	3,025 32	19



# REPORT OF THE RAILROAD COMMISSIONER.

lxv

Seaboard and Roanoke.....	113.60	760,360 00	654,482 08	98,158 72	137,710 20	6, 57 30	6,745 04	1,212 32	
Suffolk and Carolina.....	39	70,283 08	47,651 86	8,945 28	15,686 11	1,802 13	1,451 20	353 93	
Suffolk Lumber Company.....	16	12,765 26	14,475 41		1,710 12	861 02	985 03		114 01
Sulphur Mines.....	4								
South Atlantic and Ohio.....	71.00	136,463 07	100,116 40	111,483 00	83,708 33	1,925 63	3,103 13		1,177 50
Strasburg and Harrisonburg.....									
Surry, Sussex and Southampton.....	25.60	45,660 79	35,462 05	5,188 08	5,009 46	1,702 96	1,569 55	183 41	
Valley.....	61	140,226 82	137,031 86	45,000 00	23,405 04	2,446 34	2,830 03		383 49
Virginia Midland.....	342.70	2,292,374 33	1,450,937 58	698,464 48	82,952 27	6,426 54	6,184 48	242 06	
Washington Southern.....	34.67	54,290 87	5,330 16	80,000 00	1,009 20	1,565 93	1,696 46		30 83
Washington, Ohio and Western.....	50.12	165,901 13	120,048 23	48,597 08	2,744 78	3,310 08	3,364 84		54 76
Winchester and Potomac.....	32	132,225 80							
Winchester and Strasburg.....	19	73,804 10							
Total net surplus.....					2,872,990 61				
Total net losses.....					324,474 92				
Totals.....	4,765.32	\$20,703,026 59	\$20,139,027 43	\$6,790,152 68	\$3,197,465 53				
Average gross earnings per mile.....									\$6,223 16
Average expenses and deductions per mile.....									4,272 01
Average interest per mile.....									1,440 32
Average net surplus per mile on 3,789.23 miles.....									758 19
Average net losses per mile on 917.59 miles.....									353 62



Seaboard and Roanoke.....	3	4	.....	1	5	4	9	13
Suffolk and Carolina.....	1	.....	.....	.....	.....	1	.....	1
Suffolk Lumber company.....	.....	.....	.....	.....	.....	.....	.....	.....
Sulphur Mines.....	.....	.....	.....	.....	.....	.....	.....	.....
South Atlantic and Ohio.....	.....	2	.....	1	1	1	3	4
Strasburg and Harrisburg.....	.....	.....	.....	.....	.....	.....	.....	.....
Valley.....	.....	7	.....	2	1	2	9	11
Virginia Midland.....	.....	205	.....	13	11	14	236	250
Washington Southern.....	1	4	.....	3	1	3	6	8
Washington, Ohio and Western.....	.....	10	.....	1	1	1	20	21
Winchester and Potomac.....	.....	3	.....	.....	.....	1	3	4
Winchester and Strasburg.....	1	2	.....	.....	.....	.....	2	2
Total.....	93	1,320	6	44	139	196	1,603	1,690

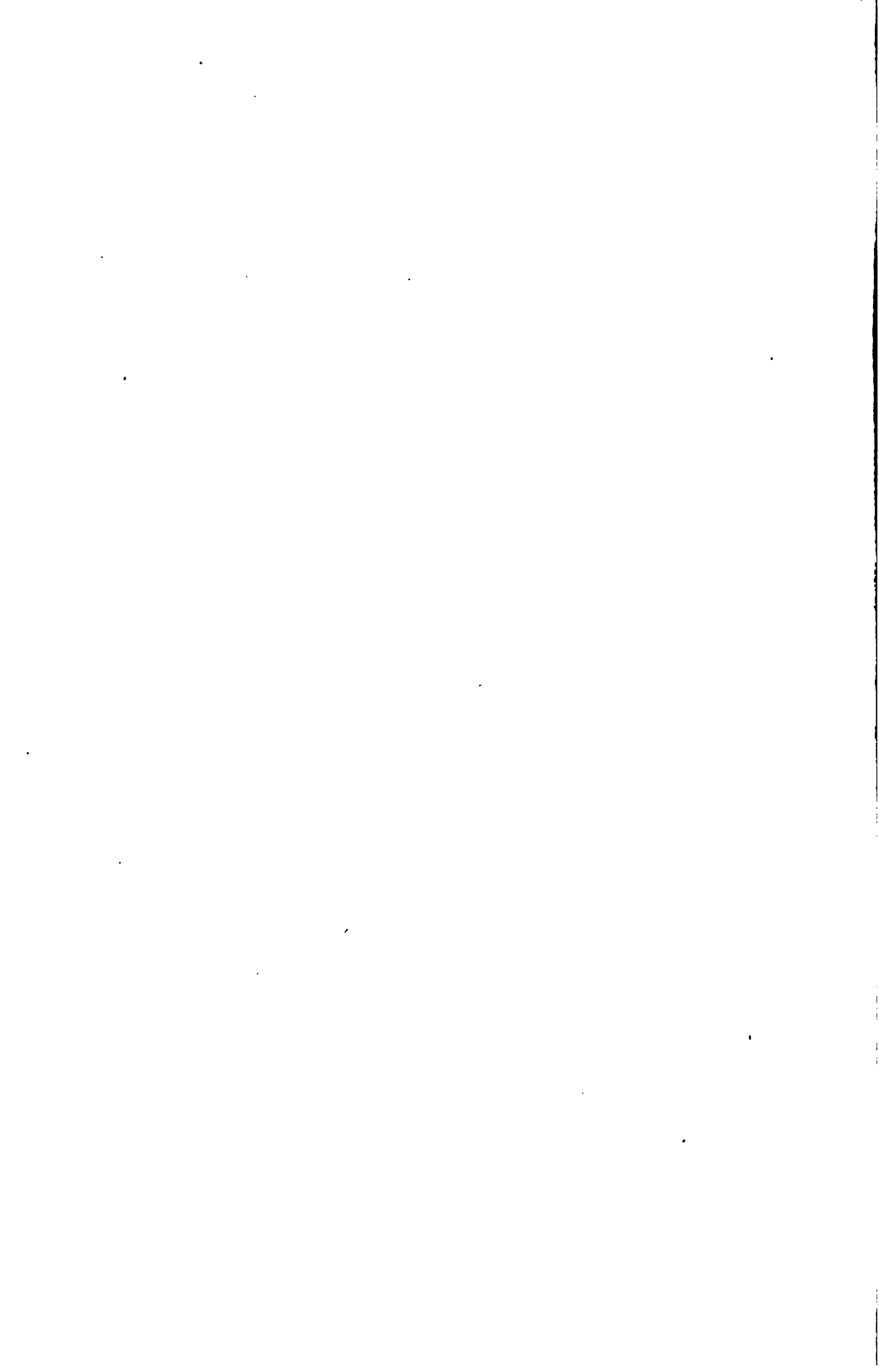
## CONTINGENT EXPENSES OF OFFICE.

### *Contingent Expenses of Railroad Commissioner's Office for Fiscal Year ending September 30th, 1892.*

<b>1891.</b>			
Oct.	2. J. C. Hill, sundry expenses.....	40 00	
	2. Tom Banks, September, 1891 .....	4 50	
	2. J. C. Hill, expenses of office.....	73 05	
	2. H. L. Staples & Co., rent of office.....	120 00	
			237 55
Nov.	4. J. C. Hill, office expenses.....	27 00	
			27 00
Dec.	4. Thomas Banks, services.....	4 50	
	4. J. C. Hill, expenses.....	17 25	
	22. J. C. Hill, expenses of office.....	20 00	
	30. J. E. Goode, printing for office.....	13 25	
			55 00
<b>1892.</b>			
Jan'y	2. West, Johnston & Co.....	10 00	
	5. West, Johnston & Co.....	29 70	
	6. Thomas Banks, porter.....	4 50	
	6. J. C. Hill, supplies.....	18 00	
	6. F. H. Plumacher, rent of office.....	60 00	
	12. J. C. Hill, on account Thos. Banks for July and August, and bill of J. W. Anderson & Co.....	10 50	
	20. J. C. Hill, sundry expenses .....	25 00	
	22. J. C. Hill, expenses to Washington on business....	25 00	
			182 70
Feb.	3. Thomas Banks, janitor .....	4 50	
	3. J. C. Hill, sundry expenses.....	38 75	
			43 25
Mar.	3. J. C. Hill, sundry expenses.....	19 50	
	3. Thos. Banks, porter.....	4 50	
	18. A. Hoen & Co., lithographing.....	13 50	
	18. West, Johnston & Co., stationery.....	16 75	
	8. West, Johnston & Co., stationery.....	10 00	
			64 25
April	5. J. C. Hill, expenses.. ..	21 50	
	5. Thos. Banks, porter.....	4 50	
	12. J. C. Hill, expenses.....	15 00	
	19. J. C. Hill, travelling expenses and telegrams.....	30 00	
	26. F. H. Plumacher, rent of office.....	60 00	
			131 00

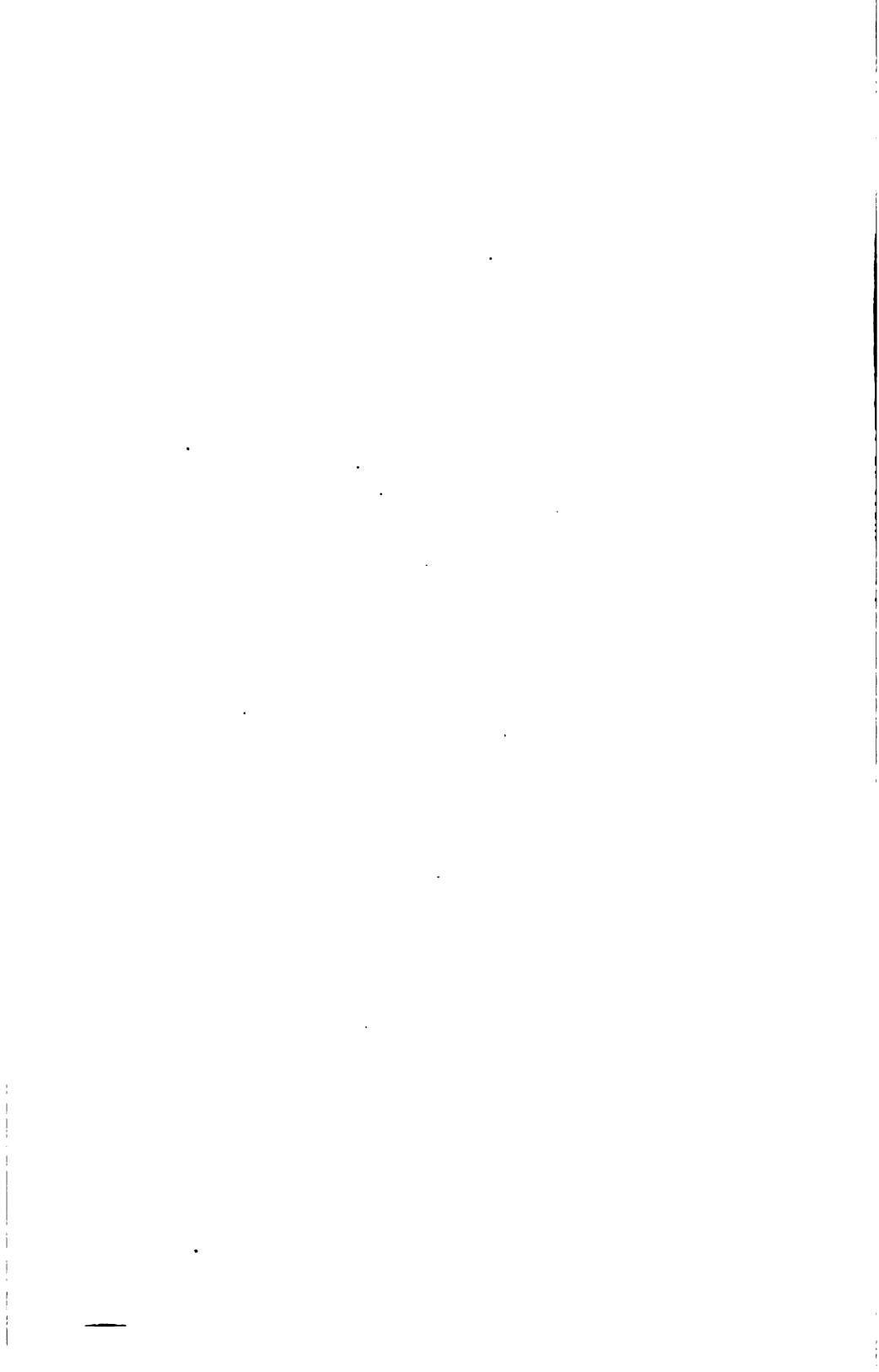
1892.

May	3. J. C. Hill, expenses.....	25 00	
	6. Thos. Banks, janitor.....	4 50	
	31. West, Johnston & Co.....	10 00	
		<hr/>	39 50
June	8. Samuel Lewis, services.....	4 50	
	8. J. C. Hill, reimbursement for expenses.....	34 60	
		<hr/>	39 10
			<hr/>
			<u>\$819 35</u>









# APPENDIX.

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## REPORTS OF RAILROAD COMPANIES.

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## RICHMOND, FREDERICKSBURG & POTOMAC RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Richmond, Fredericksburg and Potomac railroad company.

Date of organization—June 20, 1834.

Organized under the laws of the State of Virginia.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. T. Walters.....	Baltimore, Md.....	} November, 1892.
B. F. Newcomer.....	Baltimore, Md.....	
M. Robinson, Jr.....	Philadelphia, Pa.....	
H. G. Ward.....	New York.....	
Dr. L. B. Anderson.....	Norfolk, Va.....	

Total number of stockholders at date of last election—158.

Date of last meeting of stockholders for election of officers—November 18, 1891.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	E. T. D. Myers.....	} Richmond, Va.
Secretary and Treasurer.....	J. B. Winston.....	
Auditor.....	J. E. Cox.....	
Chief Engineer and General Su- perintendent.....	E. T. D. Myers.....	
Superintendent.....	T. L. Courtney.....	
Traffic Manager.....	C. A. Taylor.....	

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Richmond, Fredericksburg and Potomac railroad company.....	Elba, Richmond.....	Quantico.....	78.75	
Potomac.....	Quantico.....	W. S. Junction.....	1.70	
Connection company.....	Byrd st., Richmond..	Elba, Richmond.....	1.25	
James River branch.....	Acca.....	James River.....	3.34	
Total mileage operated.....			85.04	

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	21,761	100	2,176,100	1,166,900	7 per cent....	81,683
Dividend obligations.....	10,711	100	1,071,100	1,071,100	7 per cent....	74,977
Preferred.....	5,004	100	500,400	500,400	7 per cent....	35,028
Dividend scrip.....	2½	100	250	250		
Total.....	37,478½		\$3,747,850	\$2,738,650		\$191,688
Manner of payment for capital stock.	Number of shares issued during year.	Cash real'd on amt't issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Issued for cash—Common.....			11,669	1,166,900		
Preferred.....			5,004	500,400		
Dividend obligations issued for dividends withheld during a series of years.....			10,711			
Dividend scrip.....			2½			
Total.....			27,386½	\$1,667,300		

## REPORT OF THE RAILROAD COMMISSIONER.

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME. Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	Rate.	INTEREST.		
								When payable.	Amount accrued during year.	Amount paid during year.
Coupon bonds.....	1858	1901	57,327 60	57,327 60	48,687 60	57,327 60	5	per cent. Jan. & July..	2,771 21	2,765 54
	1868	1895	888 80	888 80	888 80	888 80	6	per cent. Jan. & July..	18,000 00	17,940 00
	1870	1901	300,000 00	300,000 00	300,000 00	300,000 00	6	per cent. May & Nov....	22,500 00	22,477 50
Convertible bonds.....	1890	1940	2,000,000 00	500,000 00	500,000 00	480,000 00	4 1/2	per cent. Aug. & Oct....	4,935 50	
	1896	1901	200,000 00	137,350 00	99,070 00	137,350 00	5	per cent. Jan. & July....	811 80	
	1896	1895	200,000 00	8,530 00	8,530 00	8,530 00	6	per cent. Jan. & July....	1,878 80	
Certificates of debt.....	1896	1895	200,000 00	26,440 00	26,440 00	26,440 00	7	per cent. Jan. & July....	1,174 51	
	1844	1902	146,000 00	23,490 25	23,490 25	23,490 25	5	per cent. Jan. & July....	1,501 08	
	1866	1901	30,021 58	30,021 58	30,021 58	30,021 58	5	per cent. Jan. & July....	5,836 41	15,842 20
	1868	1899	136,065 20	85,563 00	85,563 00	85,563 00	7	per cent. Jan. & July....	\$50,128 31	\$59,025 24
Grand total.....			\$3,273,843 18	\$1,167,811 23	\$1,120,891 23	\$1,147,811 23				

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	INTEREST.		
	Amount issued.	Amount outstanding.	Amount accrued during year.
Mortgage bonds.....	1,167,811 23	1,120,891 23	59,128 31
Total.....	\$1,167,811 23	\$1,120,891 23	\$59,128 31



## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE  
FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	204,666 23
Bills receivable.....	24,445 25
Due from agents.....	16,887 12
Net traffic balances due from other companies.....	16,374 55
Due from solvent companies and individuals.....	17,490 87
Other cash assets (excluding "materials and supplies")*.....	24,340 28
Total.....	\$394,203 30

CURRENT LIABILITIES ACCRUED TO AND  
INCLUDING JUNE 30, 1892.

Loans and bills payable.....	2,240 00
Audited vouchers and accounts.....	10,239 40
Wages and salaries.....	22,670 70
Dividends not called for.....	78,939 00
Matured interest coupons unpaid (including coupons due July 1).....	10,571 10
Miscellaneous.....	13,810 45
Balance—Cash assets.....	255,732 65
Total.....	\$394,203 30

\* Materials and supplies on hand, \$41,477 18.

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	2,738,650 00	2,738,650 00		82.09	33,361 55
Bonds.....	1,120,891 23	1,120,891 23		82.09	13,654 42
Total.....	\$3,859,541 23	\$3,859,541 23		82.09	\$47,015 97

## B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current Liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
R. F. & P.....	2,738,650 00	1,120,891 23	138,470 65	3,998,011 88	82.09	48,702 79
Potomac.....	101,000 00	121,712 06		222,712 06	1.70	131,007 00
Connection.....	140,000 00			140,000 00	1.25	112,000 00
Grand total.....	\$2,979,650 00	\$1,242,603 28	\$138,470 65	\$4,360,723 93	85.04	\$51,278 50

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

EXPENDITURES DURING YEAR.				Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
ITEMS.	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.				
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.			
Construction :						
Other real estate.....			7,433 05			
Grading and bridge and culvert ma- sonry.....			543 59			
Bridges and trestles...	21,662 74					
Rails .....	7,589 50					
Ties .....	14,629 54					
Other superstructure.	1,287 34					
Buildings, furniture, and fixtures.....	2,114 36					
Shop machinery and tools.....	8,682 15					
Engineer's expenses..			54 00			
Road built by con- tract.....			515 92			
Other items.....			48 60			
Total construct'n..	55,965 72		8,595 16			
Equipment:						
Locomotives.....	8,451 34		9,301 34			
Baggage, express, and postal cars.....	2,031 36					
Total equipment..	10,482 70		9,301 34			
Total cost construc- tion, equipment, etc.	\$66,448 42		\$17,896 50	\$3,482,936 41	\$3,500,832 91	

## EXPLANATORY REMARKS.

This company has never kept separate accounts of construction and equipment. These two items are included under one head, called "Cost of road and property." It is, therefore, impracticable to furnish these items in detail.

## INCOME ACCOUNT.

Gross earnings from operation.....	744,314 38	
Less operating expenses.....	455,577 08	
Income from operation.....	288,737 30	
Miscellaneous income—less expenses.....	12,292 56	
Total income.....		301,029 86
Deductions from income:		
Interest on funded debt accrued.....	59,128 31	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	379 14	
Total deductions from income.....		59,507 45
Net income.....		241,522 41
Dividends, 7 per cent., common stock and dividend obligations.....	156,660 00	
Dividends, 7 per cent., preferred stock.....	35,028 00	
Total.....		191,688 00
Surplus from operations of year ending June 30, 1892.....		49,834 41
Surplus on June 30, 1891.....		3,147 99
		52,982 40
Deductions for year.....		1,393 84
Surplus on June 30, 1892.....		\$51,588 56

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	324,244 34		
Tickets redeemed.....		372 83	
Excess fares refunded.....		2,316 80	
Total deductions.....		2,689 63	
Total passenger revenue.....			321,554 71
Mail.....			55,392 87
Express.....			26,115 96
Extra baggage and storage.....			1,938 68
Other items—sleeping cars.....			7,425 00
Total passenger earnings.....			412,427 22
Freight:			
Freight revenue.....	334,083 62		
Overcharge to shippers.....		2,196 46	
Total deductions.....		2,196 46	
Total freight revenue.....			331,887 16
Total freight earnings.....			331,887 16
Total passenger and freight earnings.....			744,314 38
Total gross earnings from operation.....			\$744,314 38

## MISCELLANEOUS INCOME.

ITEMS.	Gross income.	Less expenses.	Net miscella- neous income.
Rents real estate.....	1,746 63	960 41	786 22
Interest received.....	10,078 06		10,078 06
Restaurant receipts.....	1,428 28		1,428 28
Total.....	\$13,252 97	\$960 41	\$12,292 56

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	21,827 98	22,718 90	44,546 88
Renewals of rails.....	3,718 90	3,870 69	7,589 59
Renewals of ties.....	7,168 47	7,461 07	14,629 54
Repairs of bridges and culverts.....	12,799 40	13,321 83	26,121 23
Repairs of fences, road-crossings, signs, and cattle guards.....	365 10	380 06	745 22
Repairs of buildings.....	3,685 85	3,836 29	7,522 14
Other expenses.....	823 74	857 37	1,681 11
<b>Total.....</b>	<b>50,389 50</b>	<b>52,446 21</b>	<b>102,835 71</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	12,629 89	13,145 40	25,775 29
Repairs and renewals of passenger cars.....	7,364 25	7,664 84	15,029 09
Repairs and renewals of freight cars.....	6,060 33	6,307 69	12,368 02
Shop machinery, tools, etc.....	4,254 26	4,427 89	8,682 15
<b>Total.....</b>	<b>30,308 73</b>	<b>31,545 82</b>	<b>61,854 55</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	13,733 05	23,136 00	36,869 05
Fuel for locomotives.....	24,132 47	25,117 47	49,249 94
Water-supply for locomotives.....	1,739 41	1,810 41	3,549 82
All other supplies for locomotives.....	2,458 29	2,142 30	4,200 59
Wages of other trainmen.....	11,037 45	23,876 65	34,914 10
All other train supplies.....	2,134 70	2,221 82	4,356 52
Wages of switchmen, flagmen, and watchmen.....	2,883 66	3,001 36	5,885 02
Expense of telegraph, including train dispatchers and operators.....	4,157 39	4,327 08	8,484 47
Wages of station agents, clerks, and laborers.....	23,259 89	24,209 28	47,469 17
Station supplies.....	2,094 76	2,180 27	4,275 03
Car mileage—balance.....	10,817 29	26,800 31	37,617 60
Loss and damage.....	1,773 19	1,845 66	3,618 75
Injuries to persons.....	351 09	365 41	716 50
Other expenses.....	1,855 69	1,931 31	3,786 90
<b>Total.....</b>	<b>102,028 23</b>	<b>142,965 23</b>	<b>244,993 46</b>
<b>General expenses:</b>			
Salaries of officers.....	8,531 71	8,879 94	17,411 65
Salaries of clerks.....	6,148 27	6,399 22	12,547 49
General office expenses and supplies.....	327 46	340 82	668 28
Agencies, including salaries and rent.....	735 93	765 97	1,501 90
Advertising.....	670 12	697 47	1,367 59
Insurance.....	1,009 99	1,051 21	2,061 20
Expense of traffic associations.....	239 54	249 32	488 86
Legal expenses.....	753 66	784 42	1,538 08
Stationery and printing.....	2,539 73	2,643 38	5,183 11
Other general expenses.....	1,531 34	1,503 86	3,125 20
<b>Total.....</b>	<b>22,487 75</b>	<b>23,405 61</b>	<b>45,893 36</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	50,389 50	52,446 21	102,835 71
Maintenance of equipment.....	30,308 73	31,545 82	61,854 55
Conducting transportation.....	102,028 23	142,965 23	244,993 46
General expenses.....	22,487 75	23,405 61	45,893 36
<b>Grand total.....</b>	<b>\$205,214 21</b>	<b>\$250,362 87</b>	<b>\$455,577 08</b>
Percentage of expenses to earnings.....			61.2

## RENTALS PAID.

This company leases the Potomac railroad, and allows as rent the interest on the debt due by that company, and also keeps the road and property in repair. No money passes between the two companies.

The Richmond, Fredericksburg and Potomac and the Richmond and Petersburg railroad companies lease the Connection railroad and allow as rent stipulated rates on freight and passengers, for which see that company's financial statements.

The Richmond, Fredericksburg and Potomac and Richmond and Petersburg railroad companies own the James River branch jointly, but that line is operated by the Richmond, Fredericksburg and Potomac company under an arrangement that each company shall receive one-half the earnings and pay one-half the expenses.

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
	3,482,936 41	{ Cost of road.....			
	121,712 05	{ Cost of equipment.....	3,500,832 91	17,896 00	
	417,014 42	Other permanent investments.....	121,712 05		
		Cash and current assets.....	394,203 30		22,811 12
		Other assets:			
	22,332 64	Materials and supplies.....	41,477 18	19,144 54	
	\$4,043,995 52	Grand total.....	\$4,058,225 44	\$37,041 04	\$24,811 12

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
	2,738,650 00	Capital stock.....	2,738,650 00		
	120,971 23	Funded debt.....	1,120,891 23		80 00
	172,601 30	Current liabilities.....	138,470 65		34,130 65
	8,625 00	Accrued interest on funded debt not yet payable.....	8,625 00		
	3,147 99	Profit and loss.....	51,588 56	48,440 57	
	\$4,043,995 52	Grand total.....	\$4,058,225 44	\$48,440 57	\$34,210 65

## CONTRACTS, AGREEMENTS, ETC.

Contract with Adams express company providing for transportation of express matter and division of earnings therefrom.

No contract for mails.

Contract with Pullman Palace-Car company and Atlantic Coast Line railroad for division of ownership in sleeping cars and of receipts of same.

Contract with Connection company for lease of that company's road, allowance for rents, &c.

Contract with Western Union telegraph company.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of mortgage per mile of line.
	From—	To—		
Mortgage bonds.....	Whole line.....		82.09	\$13,654 42

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	5	1,560	17,361 64	11 13
General office clerks.....	15½	4,807	13,807 50	2 82
Station agents.....	13¼	4,958	9,249 64	1 87
Other station men.....	89	27,511¾	33,034 63	1 20
Enginemen.....	22	6,871½	27,474 75	4 00
Firemen.....	22½	6,502	9,238 24	1 42
Conductors.....	15¾	4,943¾	14,919 33	3 02
Other trainmen.....	57	15,344	21,135 63	1 38
Machinists.....	12	3,538	8,877 45	2 51
Carpenters.....	15¼	3,836	9,705 05	2 53
Other shopmen.....	36	12,974	22,889 07	1 76
Section foremen.....	8½	2,733¾	4,967 46	1 82
Other trackmen.....	103	27,343¼	25,226 29	92
Switchmen, flagmen, and watchmen.....	44½	15,342	10,902 45	64
Telegraph operators and dispatchers.....	17	5,517	7,742 28	1 40
All other employees and laborers.....	73¾	16,258½	15,959 88	98
Total (including "general officers").....	540½	160,130¼	252,491 29	1 57
Less "general officers".....	5	1,560	17,361 64	11 13
Total (excluding "general officers").....	535½	158,570¼	235,129 65	1 48
Distribution of above:				
General administration.....	21½	6,850	31,601 14	4 62
Maintenance of way and structures.....	186½	47,138	48,844 23	1 04
Maintenance of equipment.....	39½	15,684	32,531 76	2 07
Conducting transportation.....	293	90,449¼	139,514 16	1 50
Total (including "general officers").....	540½	60,130¼	252,491 29	1 57
Less "general officers".....	5	1,560	17,361 64	11 13
Total (excluding "general officers").....	535½	158,570¼	\$235,129 65	\$1 48

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	294,036	
Number of passengers carried one mile.....	13,287,962	
Average distance carried.....	45.19	
Total passenger revenue.....		321,554 71
Average amount received from each passenger.....		1 09.359
Average receipts per passenger per mile.....		2.419
Estimated cost of carrying each passenger one mile.....		1.544
Total passenger earnings.....		412,427 22
Passenger earnings per mile of road.....		4,849 80.268
Passenger earnings per train mile.....		1 59.341
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	454,503	
Number of tons carried one mile.....	31,710,641	
Average distance haul of one ton.....	69.77	
Total freight revenue.....		331,887 16
Average amount received for each ton of freight.....		73.02
Average receipts per ton per mile.....		1.047
Estimated cost of carrying one ton one mile.....		0.789
Total freight earnings.....		331,887 16
Freight earnings per mile of road.....		3,902 71.8
Freight earnings per train mile.....		1 22.96
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		653,441 87
Passenger and freight revenue per mile of road.....		7,683 03.54
Passenger and freight earnings.....		744,314 38
Passenger and freight earnings per mile of road.....		8,752 52.1
Gross earnings from operation.....		744,314 38
Gross earnings from operation per mile of road.....		8,752 52
Expenses.....		455,577 06
Expenses per mile of road.....		5,367 21
<b>Train mileage:</b>		
Miles run by passenger trains.....	258,958	
Miles run by freight trains.....	269,916	
Total mileage trains earning revenue.....	528,874	
Miles run by switching trains.....	60,700	
Miles run by construction and other trains.....	10,640	
Grand total train mileage.....	600,214	
Mileage of loaded freight cars—north or east.....	1,640,780	
Mileage of loaded freight cars—south or west.....	1,301,610	
Mileage of empty freight cars—north or east.....	707,600	
Mileage of empty freight cars—south or west.....	963,834	
Average number of freight cars in train.....	17.09	
Average number of loaded cars in train.....	10.9	
Average number of empty cars in train.....	6.19	
Average number of tons of freight in train.....	117.5	
Average number of tons of freight in each loaded car.....	10.74	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	2,981	3,944	6,925	1.5
Flour.....	4,261	4,200	8,461	1.9
Other mill products.....	2,394	2,051	4,445	1
Hay.....	481	2,926	3,407	.7
Tobacco.....	5,784	2,062	7,846	1.7
Cotton.....		325	325	.1
Fruit and vegetables.....	1,051	75,502	76,553	16.8
Products of animals:				
Live stock.....	1,191	940	2,131	.5
Dressed meats.....	37	24	61	
Other packing-house products.....	429	1,243	1,672	.4
Poultry, game, and fish.....	237	732	969	.2
Wool.....	22	34	56	
Hides and leather.....	349	717	1,066	.2
Products of mines:				
Anthracite coal.....	75	50,919	50,994	11.2
Bituminous coal.....		7,469	7,469	1.6
Coke.....		675	675	.1
Ores.....	53	1,444	1,497	.3
Stone, sand, and other like articles.....	349	17,260	17,609	3.8
Products of forest:				
Lumber.....	38,815	76,435	115,250	25.4
Manufactures:				
Petroleum and other oils.....	191	22,497	22,688	5
Sugar.....	203	6,341	6,544	1.4
Naval stores.....	87	1,204	1,291	.3
Iron, pig, and bloom.....	3	1,216	1,219	.3
Iron and steel rails.....		13,576	13,576	3
Other castings and machinery.....	1,998	10,265	12,263	2.9
Bar and sheet metal.....	145	4,705	4,850	1.1
Cement, brick, and lime.....	325	4,922	5,247	1.2
Agricultural implements.....	558	600	1,158	.3
Wagons, carriages, tools, &c.....	99	415	514	.1
Wines, liquors, and beers.....	173	7,478	7,651	1.7
Household goods and furniture.....	585	1,896	2,481	.5
Merchandise.....	5,735	29,445	35,180	7.7
Miscellaneous:				
Other commodities not mentioned above.....	13,817	18,613	32,430	7.1
Total tonnage.....	82,428	372,075	454,503	100



## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....	2	13	13	Westinghouse.	12	Janney.
Freight.....		6	6		2	"
Switching.....		5	5		1	"
Total locomotives.....	2	24	24		15	Janney.
Cars in passenger service:						
First-class passenger cars.....		4	4	Westinghouse.	4	Janney.
Second-class passenger cars.....		13	13	"	13	"
Baggage, express, and postal cars.....		10		"	10	"
Total.....		27	27			
Cars in freight service:						
Box cars.....		31	17	Westinghouse.	19	Janney.
Flat cars.....	1	64			17	"
Coal cars.....		1				
Total.....	1	96	17		36	
Cars in company's service:						
Gravel cars.....		17				
Caboose cars.....	1	15	1	Westinghouse.	1	Janney.
Total.....	1	32	1		1	
Cars contributed to fast freight line service.....		10				
Total cars owned.....		155	45		64	Janney.
Grand total cars.....	2	155	45		64	Janney.

## MILEAGE.

*Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS,	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	78.75	3.34	2.95	85.04		85.04
Miles of yard track and sidings.....	18.05			18.05		18.05
Total mileage operated (all tracks).....	96.80	3.34	2.95	103.09		103.09

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			Average price per ton at distributing point.
KIND.	Tons.	Weight per yard.	
Steel.....	343	67 lbs.	31.75

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
White oak.....	37,660	43

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—Tons.		WOOD—Cords.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		10,895		54	10,922	267,408	
Freight.....		12,343		66	12,378	322,418	
Switching.....		480		2.50	481.25	62,580	
Construction.....		493		2.50	494.25	10,343	
Total.....		24,211		125	24,273.50	662,749	
Average cost at distributing point.....		2.77		2			

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		2						2
Other train accidents.....					1		1	
Total.....		2			1		1	2

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....			3				3	
Total.....			3				3	



## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Iron.....	11			90		2,300			
Wooden.....	1			100		100			
Combination.....	2								
Total.....	14	4,370							
Trestles.....	5	2,880		60		1,200			
Tunnels.....	1	900		900		900			
Overhead highway crossings:									
Bridges.....	6							21	
Total.....	6								
Tunnels.....	1							17	

Gauge of track—four feet nine inches; 89.54 miles.

## TELEGRAPH.

*Owned by another company, but located on property of road making this report.*

MILES OF LINE.	MILES OF WIRE.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
81.70	81.70	Western Union telegraph co.	Western Union telegraph co.

## CAR MILEAGE.

Armour Refrigerator line. American Transportation company. American R. T. company. American L. S. T. company. Arms P. H. Car company. Blue line. Burton Stock Car company. Canada Southern line. Continental Oil company. California Fruit Transportation company. Chicago Refrigerator Car company. Empire line. Erie dispatch. Green line. Groesman P. H. Car company. Midland line. Merchants dispatch. Morris & Co. National dispatch. National Car company. P. and T. dispatch. Page Lumber company. Red line. St. Louis Refrigerator Car company. Swift Refrigerator line. Southern Iron Car line. Texas Central Transportation company. Union Tank line. Union line. W. M. Equipment Company and L. line. White line. Westmoreland Coal company.

## OATH.

STATE OF VIRGINIA, }  
CITY OF RICHMOND, } ss.:

We, the undersigned, E. T. D. Myers, president, and J. B. Winston, treasurer, of the Richmond, Fredericksburg and Potomac railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. T. D. MYERS, *President.*

J. B. WINSTON, *Treasurer.*

Subscribed and sworn to before me this 13th day of September, 1892.

WM. M. BIGELOW,  
*Notary Public.*

## R., F. & P. AND R. & P. R. R. CONNECTION COMPANY.

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### HISTORY.

Name of common carrier making this report—The Richmond, Fredericksburg & Potomac and Richmond & Petersburg Railroad Connection company.

Date of organization—July 13, 1866.

Organized under charter granted by the State of Virginia, March 3, 1866.

Operated by the Richmond, Fredericksburg & Potomac railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Ellis.....	Richmond, Va.....	Fourth Wednesday in November.
W. W. Crump.....	" ".....	
G. N. Woodbridge.....	" ".....	
F. R. Scott.....	" ".....	

Total number of stockholders at date of last election—42.

Date of last meeting of stockholders for election of directors—November 25, 1891.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	E. T. D. Myers.....	Richmond, Va.
President.....	E. T. D. Myers.....	
Secretary and Treasurer.....	J. B. Winston.....	

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

The contract under which this company's road is operated by the Richmond, Fredericksburg and Potomac railroad company is in the form of a lease dated August 1, 1866, and a supplemental agreement dated April 9, 1867, in which this company receives, by way of rent, a specific sum per capita on passengers, and per 100 pounds on freight, with a guarantee on the part of the Richmond, Fredericksburg and Potomac railroad company and the Richmond and Petersburg railroad company that in case the said rent does not amount to 8 per cent. per annum on the paid up capital of the company (\$140,000), then the deficit is to be made good by the said company.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Preferred....	2,000	100	200,000			16,000
Total.....	2,000	\$100	\$200,000			\$16,000
Manner of payment for capital stock.	Number of shares issued during year.	Cash real'd on amt't issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Issued for cash—Preferred *			2,000	140,000		
Total.....			2,000	\$140,000		

\* Only 70 per cent. of the above stock was called for and paid in.

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE  
FOR PAYMENT OF CURRENT LIABILITIES.

Due from solvent companies and individuals.....	18,475 05
Total.....	\$18,475 05

CURRENT LIABILITIES ACCRUED TO AND  
INCLUDING JUNE 30, 1892.

Dividends not called for.....	4 00
Balance—Cash assets.....	18,471 05
Total.....	\$18,475 05

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	200,000 00			1 $\frac{1}{4}$	160,000 00
Total.....	\$200,000 00			1 $\frac{1}{4}$	\$160,000 00

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.				
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.			
Total construction.....				\$140,739 82	\$140,739 82	\$112,600

## INCOME ACCOUNT.

Income from lease of road.....	17,441 04	
Miscellaneous income—less expenses.....	1,226 13	
Total income.....		18,667 17
Deductions from income:		
Salaries and maintenance of organization.....	614 00	
Taxes.....	259 79	
Total deductions from income.....		873 79
Net income.....		17,793 38
Dividends, \$8 00 per share, preferred stock.....		16,000 00
Surplus from operations of year ending June 30, 1892.....		1,793 38
Surplus on June 30, 1891.....		38,155 39
Additions for year.....		1,793 38
Surplus on June 30, 1892.....		\$39,948 77



## MISCELLANEOUS INCOME.

ITEMS.	YEAR ENDING JUNE 30, 1891.		YEAR ENDING JUNE 30, 1892.	
	Gross income.	Less expenses.	Gross income.	Less expenses.
Rents of real estate.....	710 75		710 75	
Interest.....	315 38		315 38	
Total.....	\$1,226 13		\$1,226 13	
				Net miscellaneous income.
				1,226 13
				\$1,226 13

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
140,739 82	140,739 82	140,739 82	140,739 82		
12,400 55	12,400 55	18,737 90	18,737 90	5,937 35	
25,331 02	25,331 02	18,475 05	18,475 05		6,855 97
		Other assets:			
		Stock purchase.....	2,000 00	2,000 00	
		Installments on preferred stock not called for.....	60,000 00	60,000 00	
		Grand total.....	\$238,952 77	\$7,937 35	\$6,855 97

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
200,000 00	200,000 00	200,000 00	200,000 00		
716 00	716 00	4 00	4 00		712 00
38,156 39	38,156 39	39,948 77	39,948 77	1,793 38	
		Grand total.....	\$238,952 77	\$1,793 38	\$712 00

## CONTRACTS, AGREEMENTS, ETC.

This company has a contract with the Richmond, Fredericksburg and Potomac railroad company under which that company agrees to work the road of this company and pay to it as rental stipulated rates on freights and passengers.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	626	600	96
Total (including "general officers").....	2	626	600	96
Distribution of above:				
General administration.....	2	626	600	96
Total (including "general officers").....	2	626	600	96

## MILEAGE.

*Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.	Line operated under lease.		Iron.	Steel.
Virginia.....	1¼					1¼
Total mileage owned (single track).....	1¼					1¼

## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
Oak .....	315	50
Total .....	315	50



## OATH.

STATE OF VIRGINIA,  
CITY OF RICHMOND, } ss:

We, the undersigned, E. T. D. Myers, president, and J. B. Winston, treasurer of the Richmond, Fredericksburg & Potomac and Richmond & Petersburg Railroad Connection company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. T. D. MYERS, *President.*

J. B. WINSTON, *Treasurer.*

Subscribed and sworn to before me this 13th day of September, 1892.

WM. M. BIGELOW,  
*Notary Public.*

## RICHMOND AND PETERSBURG RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—The Richmond and Petersburg railroad company.

Date of organization—1836.

Chartered by act of General Assembly of the State of Virginia, passed March 14, 1836.

Amendatory acts passed as follows: January 17, 1837; March 30, 1838; April 3, 1838; March 21, 1839; March 25, 1843; February 28, 1846; March 4, 1846; March 20, 1847; April 4, 1848; March 9, 1850; March 24, 1853; February 18, 1854; December 2, 1865; January 16, 1866; March 3, 1866; March 5, 1870; March 28, 1871.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. T. Walters.....	Baltimore, Md.....	November, 1892.
B. F. Newcomer.....	Baltimore, Md.....	
W. G. Elliott.....	Wilmington, N. C.....	
H. Walters.....	Wilmington, N. C.....	
D. W. Lassiter.....	Petersburg, Va.....	

Total number of stockholders at date of last election—100.

Date of last meeting of stockholders for election of directors—November 16, 1891.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	Fred. R. Scott.....	Richmond, Va.
President.....	Fred. R. Scott.....	Richmond, Va.
First Vice-President.....	H. Walters.....	Wilmington, N. C.
Secretary and Treasurer.....	M. W. Yarrington.....	Richmond, Va.
Attorney or General Counsel.....	Benj. H. Nash.....	Richmond, Va.
General Auditor.....	W. A. Riach.....	Wilmington, N. C.
Assistant Auditor.....	W. R. Jones.....	Richmond, Va.
General Manager.....	J. R. Kenly.....	Wilmington, N. C.
General Superintendent.....	E. T. D. Myers.....	Richmond, Va.
Division Superintendent.....	R. M. Sully.....	Richmond, Va.
Traffic Manager.....	T. M. Emerson.....	Wilmington, N. C.
Assistant General Freight and Passenger Agent.....	H. M. Emerson.....	Wilmington, N. C.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Richmond and Petersburg railroad company.....	Richmond.....	Petersburg.....	23	
Richmond and Petersburg railroad company—James River branch.....	Clopton.....	James River.....	4.5	
		Total.....	27.5	

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	10,000	100	1,000,000	1,000,000	7 per cent.	70,000
Total.....	10,000	\$100	1,000,000	\$1,000,000		\$70,000
Manner of payment for capital stock.	Number of shares issued during year.	Cash paid on amt't issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Issued for cash—Common.....			10,000	734,912 94		
Total.....			10,000	\$734,912 94		

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash received on the amount issued.	Rate.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Consolidated mortgage.	1875	1915	350,000 00	350,000 00	350,000 00	350,000 00	6 per cent.	May & Nov.....	21,000 00	36,600 00
	1875	1915	50,000 00	50,000 00	30,000 00	30,000 00	7 per cent.	May & Nov.....	2,100 00	
	1890	1940	1,000,000 00	300,000 00	300,000 00	288,928 38	4½ per cent.	April & Oct.....	13,500 00	
Grand total.....			\$1,400,000 00	\$700,000 00	\$680,000 00	\$608,928 38			\$36,600 00	\$36,600 00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	INTEREST.	
	Amount outstanding.	Amount accrued during year.
Mortgage bonds.....	680,000 00	36,600 00
Total.....	\$680,000 00	\$36,600 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE  
FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	74,939 32
Due from agents.....	36,202 97
Due from solvent companies and Individuals.....	3,186 52
Other cash assets (excluding "ma- terials and supplies")*.....	233 93
Balance—Current liabilities..	45,524 94
Total.....	\$160,177 68

CURRENT LIABILITIES ACCRUED TO AND  
INCLUDING JUNE 30, 1892.

Audited vouchers and accounts....	19,919 27
Wages and salaries.....	11,923 46
Net traffic balances due to other companies.....	92,806 45
Dividends not called for.....	35,493 50
Matured interest coupons unpaid (including coupons due July 1).....	35 00
Total.....	\$160,177 68

\* Materials and supplies on hand, \$10,781 53.

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	1,000,000	1,000,000		27.5	36,363 63
Bonds.....	680,000	680,000		27.5	24,727 27
Total.....	\$1,680,000	\$1,680,000		27.5	\$61,090 90

B. For mileage operated by road making this report (trackage rights excluded), the  
operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Richmond and Pe- tersburg railroad company .....	\$1,000,000	\$680,000	34,743 41	\$1,714,743 41	27.5	\$62,354 30

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.					
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.		Total cost	Total cost	Cost per mile.
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.	to June 30, 1891.	to June 30, 1892.	
Construction:						
Terminal facilities and elevators.....			48,873 86			
Road built by con- tract.....			997 03			
Equipment:						
Locomotives.....	7,610					
Grand total cost con- struction, equipm't, etc.....	\$7,610		\$49,871 79	\$1,830,306 42	\$1,880,268 21	
					\$68,387 93	



## INCOME ACCOUNT.

Gross earnings from operation.....	337,838 18	
Less operating expenses.....	243,150 22	
Income from operation.....		94,687 96
Dividends on stocks owned.....	2,070 00	
Miscellaneous income—less expenses.....	38,589 57	
Income from other sources.....		40,659 57
Total income.....		135,347 53
Deductions from income:		
Interest on funded debt accrued.....	36,600 00	
Total deductions from income.....		36,600 00
Net income.....		98,747 53
Dividends, 7 per cent., common stock.....	70,000 00	
Total.....		70,000 00
Surplus on operations of year ending June 30, 1892.....		28,747 53
Surplus on June 30, 1891.....		145,777 27
Surplus on June 30, 1892.....		\$174,524 80

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	128,404 06		
Less repayments:			
Tickets redeemed.....	152 05		
Excess fares refunded.....			
Other repayments.....			
Total deductions.....		152 05	
Total passenger revenue.....			128,252 01
Mail.....			12,426 08
Express.....			8,564 88
Extra baggage and storage.....			1,302 00
Total passenger earnings.....			150,544 97
Freight:			
Freight revenue.....	190,223 36		
Less repayments:			
Overcharge to shippers.....	3,249 39		
Other repayments.....			
Total deductions.....		3,249 39	
Total freight revenue.....			186,973 97
Total freight earnings.....			186,973 97
Total passenger and freight earnings.....			337,608 94
Other earnings from operation:			
Telegraph companies.....	229 24		
Total other earnings.....			229 24
Total gross earnings from operation.....			\$337,838 18

## STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.	Valuation.
Atlantic Coast Line sleeping car trust.....	\$0,000 00	\$2,070 00	

## RENTALS RECEIVED.

*Rents received from lease of tracks, yards, and terminals.*

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Terminals .....	Richmond, Va.....	Atlantic Coast line composed of several roads.....	\$18,796 91	
Grand total.....				\$18,796 91

## MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Interest, etc.....			19,792 66
Grand total.....			\$38,589 57

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	13,348 81	8,043 51	21,392 32
Renewals of rails.....	4,050 36	2,802 14	7,452 50
Renewals of ties.....	3,569 40	2,150 80	5,720 20
Repairs of bridges and culverts.....	1,660 12	1,000 33	2,660 45
Repairs of fences, road-crossings, signs, and cattle guards.....	167 87	101 15	269 02
Repairs of buildings.....	2,954 08	1,780 02	4,734 10
Other expenses.....	42 00	25 30	67 30
<b>Total.....</b>	<b>26,392 64</b>	<b>15,903 25</b>	<b>42,295 89</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	11,928 44	7,187 65	19,116 09
Repairs and renewals of passenger cars.....	6,884 52		6,884 52
Repairs and renewals of freight cars.....		9,475 11	9,475 11
Shop machinery, tools, etc.....	257 40	155 11	412 51
<b>Total.....</b>	<b>19,070 36</b>	<b>16,817 87</b>	<b>35,888 23</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	6,276 92	14,258 88	20,535 80
Fuel for locomotives.....	13,493 02	8,130 41	21,623 43
Water supply for locomotives.....	306 85	184 90	491 75
All other supplies for locomotives.....	2,131 00	1,284 05	3,415 05
Wages of other trainmen.....	7,773 75	6,056 44	13,830 19
All other train supplies.....	1,849 02	1,114 15	2,963 17
Wages of switchmen, flagmen, and watchmen.....	9,789 10	5,898 56	15,687 66
Expense of telegraph, including train dispatchers and operators.....	2,166 15	1,305 25	3,471 40
Wages of station agents, clerks, and laborers.....	9,345 57	28,036 73	37,382 30
Station supplies.....	2,630 80	1,585 22	4,216 02
Car mileage—balance.....	9,410 60	5,670 49	15,081 09
Loss and damage.....	608 82	1,398 01	2,006 83
Injuries to persons.....	308 75	351 35	660 10
Other expenses.....	71 12	42 86	113 98
<b>Total.....</b>	<b>66,161 47</b>	<b>75,317 30</b>	<b>141,478 77</b>
<b>General expenses:</b>			
Salaries of officers.....	3,092 52	2,405 75	6,398 27
Salaries of clerks.....	1,445 65	871 10	2,316 75
General office expenses and supplies.....	412 96	248 84	661 80
Agencies, including salaries and rent.....	434 53	36 86	471 39
Advertising.....	628 77	9 12	637 89
Commissions.....		1,449 08	1,449 08
Insurance.....	1,128 08	679 75	1,807 83
Expense of traffic associations.....	1,219 17	1,076 26	2,295 43
Expense of stock yards and elevators.....		791 05	791 05
Rents for tracks, yards, and terminals.....	328 70		328 70
Legal expenses.....	674 04	406 15	1,080 19
Stationery and printing.....	3,136 11	1,889 72	5,025 83
Other general expenses.....	139 22	83 90	223 12
<b>Total.....</b>	<b>13,539 75</b>	<b>9,947 58</b>	<b>23,487 33</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	26,392 64	15,903 25	42,295 89
Maintenance of equipment.....	19,070 36	16,817 87	35,888 23
Conducting transportation.....	66,161 47	75,317 30	141,478 77
General expenses.....	13,539 75	9,947 58	23,487 33
<b>Grand total.....</b>	<b>\$125,164 22</b>	<b>\$117,986 00</b>	<b>\$243,150 22</b>
Percentage of expenses to earnings.....			71.9

## RENTALS PAID.

*Rent paid for lease of other property.*

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Terminals.....	Petersburg, Va.....	Norfolk and Western railroad.....	\$328 70	

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
ASSETS.					

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
LIABILITIES.					
	1,000,000 00	Capital stock.....	1,000,000 00		
	680,000 00	Funded debt.....	680,000 00		
	154,879 84	Current liabilities.....	160,177 08		
	145,777 27	Profit and loss.....	174,524 80		
		Grand total.....	\$2,014,702 48		
	\$1,976,657 11				

## CONTRACTS, AGREEMENTS, ETC.

Southern express company for transportation of express matter.  
 United States express company for transportation of mails.  
 Pullman Palace-Car company for use of sleeping cars.  
 Western Union telegraph company for right of way.  
 J. R. Johnson & Co. to put in sidings and do shifting at iron works, near Manchester.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	*What equipment mortgaged.
	From—	To—	Miles.		
Consolidated mortgage.	{ Richmond.....	Petersburg.....	23	\$24,727 27	
	{ Clopton.....	James river.....	4.5		

\* Railroad properties, revenues, and franchises.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	10	.....	6,398 27	.....
General office clerks.....	13	.....	2,316 75	.....
Station agents.....	9	.....	5,781 00	.....
Other station men.....	31	.....	18,639 00	.....
Enginemen.....	11	3,369	13,655 54	.....
Firemen.....	13	4,643	4,643 48	.....
Conductors.....	6	1,878	6,003 16	.....
Other trainmen.....	21	6,573	7,827 03	.....
Machinists.....	5	1,760	4,243 96	.....
Carpenters.....	6	1,820	3,672 88	.....
Other shopmen.....	6	1,890	2,548 39	.....
Section foremen.....	4	1,306	2,350 92	.....
Other trackmen.....	5	1,647	2,871 27	.....
Switchmen, flagmen, and watchmen.....	34	12,410	15,687 66	.....
Telegraph operators and dispatchers.....	7	2,291	3,471 40	.....
All other employees and laborers.....	100	31,342	34,902 44	.....
Total (including "general officers").....	281	.....	135,013 15	.....
Less "general officers".....	23	.....	9,015 02	.....
Total (excluding "general officers").....	258	.....	125,998 13	.....
Distribution of above:				
General administration.....	23	.....	9,015 02	.....
Maintenance of way and structures.....	58	.....	17,395 29	.....
Maintenance of equipment.....	26	.....	15,969 61	.....
Conducting transportation.....	174	.....	92,633 23	.....
Total (including "general officers").....	281	.....	135,013 15	.....
Less "general officers".....	23	.....	9,015 02	.....
Total (excluding "general officers").....	258	.....	\$125,998 13	.....

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, num- ber passengers, number trains, mileage, num- ber cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	246,958	
Number of passengers carried one mile.....	5,187,200	
Average distance carried.....	21	
Total passenger revenue.....		128,342 01
Average amount received from each passenger.....		51.979
Average receipts per passenger per mile.....		2.493
Estimated cost of carrying each passenger one mile.....		2.413
Total passenger earnings.....		150,634 97
Passenger earnings per mile of road.....		6,549 34.662
Passenger earnings per train mile.....		1 16.74
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	484,142	
Number of tons carried one mile.....	10,525,115	
Average distance haul of one ton.....	21.7	
Total freight revenue.....		186,973 97
Average amount received for each ton of freight.....		38.691
Average receipts per ton per mile.....		1.776
Estimated cost of carrying one ton one mile.....		1.12
Total freight earnings.....		186,973 97
Freight earnings per mile of road.....		8,129 30.304
Freight earnings per train mile.....		2 40.716
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		315,315 98
Passenger and freight revenue per mile of road.....		13,709 39.043
Passenger and freight earnings.....		337,608 94
Passenger and freight earnings per mile of road.....		14,678 64.956
Gross earnings from operation.....		337,838 18
Gross earnings from operation per mile of road.....		14,688 61.652
Expenses.....		243,150 22
Expenses per mile of road.....		10,571 31.391
<b>Train mileage:</b>		
Miles run by passenger trains.....	129,033	
Miles run by freight trains.....	77,674	
Total mileage trains earning revenue.....	206,707	
Miles run by switching trains.....	118,100	
Miles run by construction and other trains.....	4,214	
Grand total train mileage.....	329,021	
Mileage of loaded freight cars—north or east.....	542,882	
Mileage of loaded freight cars—south or west.....	527,204	
Mileage of empty freight cars—north or east.....	167,213	
Mileage of empty freight cars—south or west.....	207,370	
Average number of freight cars in train.....	18.6	
Average number of loaded cars in train.....	13.8	
Average number of empty cars in train.....	4.8	
Average number of tons of freight in train.....	135.2	
Average number of tons of freight in each loaded car.....	9.8	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	3,943	20,244	24,187	5
Flour.....	6,280	14,234	20,514	4.23
Other mill products.....	5,118	5,380	10,498	2.17
Hay.....	2,528	7,758	10,286	2.12
Tobacco.....	8,148	9,577	17,725	3.66
Cotton.....	540	2,837	3,377	.7
Fruit and vegetables.....	1,893	63,267	65,160	13.46
Products of animals:				
Live stock.....	1,447	2,115	3,562	.74
Dressed meats.....	6,274	7,247	13,521	2.79
Other packing-house products.....	724	725	1,449	.3
Poultry, game, and fish.....	98	1,085	1,183	.24
Wool.....		72	72	.1
Hides and leather.....	730	799	1,529	.32
Products of mines:				
Anthracite coal.....	854	2,007	2,861	.59
Bituminous coal.....	3,566	25,270	28,836	5.96
Stone, sand, and other like articles.....	1,383	5,992	7,375	1.52
Products of forest:				
Lumber.....	4,890	121,945	126,835	26.2
Manufactures:				
Petroleum and other oils.....	4,016	5,116	9,132	1.88
Sugar.....	1,600	907	2,207	.46
Naval stores.....	71	3,628	3,699	.77
Iron, pig, and bloom.....	2,048	9,904	11,952	2.47
Iron and steel rails.....	506	13,544	14,050	2.9
Other castings and machinery.....	6,704	6,219	12,923	2.67
Cement, brick, and lime.....	3,196	5,511	8,707	1.8
Agricultural implements.....	116	359	475	.1
Wagons, carriages, tools, &c.....	354	887	1,241	.26
Wines, liquors, and beers.....	868	5,352	6,220	1.28
Household goods and furniture.....	475	1,155	1,630	.33
Merchandise.....	22,470	40,326	62,796	12.97
Miscellaneous:				
Other commodities not mentioned above.....	3,320	6,820	10,140	2.1
Total tonnage.....	94,160	389,982	484,142	

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.		
			No.	Kind.	No.	Kind.	
Locomotives :							
Passenger.....		3	3	Westinghouse automatic.	3	Janney.	
Freight.....		3	3	"	3	"	
Switching.....	1	2	3	"	3	"	
Total locomotives.....	1	9	9		9		
Cars in passenger service :							
First-class passenger cars.....		2	2	Westinghouse.	2	Janney.	
Second-class passenger cars.....		4	4	"	4	"	
Combination passenger cars.....		1	1	"	1	"	
Baggage, express, and postal cars.....	1	3	3	"	3	"	
Total.....	1	10	10		10		
Cars in freight service :							
Box cars.....		43	43	Hand.	{	41 Automatic.	
						2 Link.	
Flat cars.....		13	13	"	{	9 Automatic.	
						4 Link.	
Stock cars.....		4	4	"	{	2 Link.	
						2 Automatic.	
Other cars.....		3	3	"	{	1 Link.	
						1 Link.	
Total.....		63	63			63	
Cars in company's service :							
Gravel cars.....		2	2	Hand.	2	Link.	
Caboose cars.....		3	3	"	3	Automatic.	
Other road cars.....		1	1	"	1	Link.	
Total.....		6	6			6	
Cars contributed to fast freight line service.....							
		8	8	Hand.	{	5 Automatic.	
						3 Link.	
Total cars owned.....		87	87			87	



## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	22.446			.228		
Miles of yard track and sidings.....	9.44					
Total mileage operated (all tracks).....	31.886					

B. *Mileage of line by States and Territories.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	22.446	9.44				

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			Average price per ton at distributing point.
KIND.	Tons.	Weight per yard.	
Steel .....	1,018	70 lbs.	\$30 00
NEW TIES LAID DURING YEAR.			Average price at distributing point.
KIND.	Number.		
White and post oak.....	7,988		.40

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....					3,840.39	129,033	66.82
Freight.....					2,654.70	77,674	76.55
Switching.....					2,271.45	118,100	43.09
Construction.....					132.32	4,214	70.33
Total.....					8,907.86	329,021	256.79

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1						
Total.....		1						

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....	1							
Total.....	1							

## EXPLANATION OF ACCIDENTS.

Jordan D. Garrett (colored), yard hand, had top of index finger mashed off at Manchester yard, June 14, 1892, while coupling without a stick.

Miller Michaux, Jr. (white), struck while standing on track at Hull street crossing and killed.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.							
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.		Length of straight line.	Length of level line.	ASCENDING GRADES.			DESCENDING GRADES.		
				Miles.	Miles.			Sum of as- cents.	Feet.	Aggregate length of ascending grades.	Number.	Sum of de- scents.	Feet.
Richmond.....	Petersburg.....	22.446	15	5.834	16.007	1.78	31	235.7	8.227	.....	306.3	12.437	

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## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEMS.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Stone.....	2	30		10		20			
Iron.....	3	2,908	7	285		2,391			
Combination.....	1	32		32		32			
Total.....	6	3,060							
Trestles.....									
Underground passway at Pocahontas, Petersburg.....	1	448		20		20			
Overhead highway crossings:									
Bridges.....	3							15	6
Total.....	3								

Gauge of track—four feet nine inches; 22.446 miles.

## OATH.

STATE OF VIRGINIA, }  
CITY OF RICHMOND, } ss.

We, the undersigned, E. T. D. Myers, general superintendent, and W. R. Jones, assistant treasurer, of the Richmond and Petersburg railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. T. D. MYERS, *General Superintendent.*

W. R. JONES, *Assistant Treasurer.*

Subscribed and sworn to before me this 13th day of September, 1892.

WM. M. BIGELOW,  
*Notary Public.*

## PETERSBURG RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Petersburg railroad company.

Date of organization—1830.

Original charter granted by act of General Assembly of State of Virginia, passed February 10, 1830, and by General Assembly of North Carolina at its session of 1830.

Amendatory acts passed by Legislature of Virginia as follows: February 18, 1830; March 22, 1830; April 8, 1831; February 27, 1832; March 20, 1832; January 3, 1833; February 24, 1834; March 16, 1836; March 17, 1840; March 26, 1843; March 28, 1843.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. T. Walters.....	Baltimore, Md.....	November, 1892.
B. F. Newcomer.....	Baltimore, Md.....	
Henry Walters.....	Wilmington, N. C.....	
Fred. R. Scott.....	Richmond, Va.....	
D. W. Lassiter.....	Petersburg, Va.....	

Total number of stockholders at date of last election—74.

Date of last meeting of stockholders for election of directors—November 16, 1891.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	W. G. Elliott.....	Wilmington, N. C.
President.....	W. G. Elliott.....	Wilmington, N. C.
First Vice-President.....	Henry Walters.....	Wilmington, N. C.
Secretary and Treasurer.....	M. W. Yarrington.....	Richmond, Va.
Attorney or General Counsel.....	Alexander Hamilton.....	Petersburg, Va.
General Auditor.....	W. A. Blach.....	Wilmington, N. C.
Assistant Auditor.....	W. R. Jones.....	Richmond, Va.
General Manager.....	J. R. Kenly.....	Wilmington, N. C.
General Superintendent.....	E. T. D. Myers.....	Richmond, Va.
Division Superintendent.....	E. M. Sully.....	Richmond, Va.
Traffic Manager.....	T. M. Emerson.....	Wilmington, N. C.
Assistant General Freight and Passenger Agent.....	H. M. Emerson.....	Wilmington, N. C.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Petersburg railroad company.....	Petersburg.....	Garysburg.....	58.44	
Seaboard and Roanoke railroad company.....	Garysburg.....	Weldon.....	2	
Total.....			60.44	

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	10,000	100	1,000,000	960,800	6 per cent....	57,648
Preferred.....	3,235	100	323,500	323,500	3 per cent....	9,705
Total.....	13,235		\$1,323,500	\$1,284,300		\$67,353
Manner of payment for capital stock.	Number of shares issued during year.	Cash paid on amt't issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Issued for cash—Common.....			9,608	960,800		
Preferred.....			3,235	323,500		
Total.....			12,843	\$1,284,300		

## EXPLANATORY REMARKS.

At stockholders' meeting held November 16, 1891, the treasurer was instructed to cancel the certificate for 392 shares of capital stock of this company, owned by the company, and heretofore carried on the books in the company's name, and charge the same against capital stock so as to leave the same 9,008 shares, which is the actual amount of shares of the common stock outstanding.

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	Rate.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Coupons and registered bonds—1st mortgage.	1861	1898		500,000 00	149,000 00					
	1861	1926	1,000,000 00	693,000 00	693,000 00	693,000 00	8 per cent.	Jan. & July	12,920 00	95,570 00
	1861	1926	1,000,000 00	8,000,000 00	800,000 00	800,000 00	5 per cent.	Jan. & July	34,650 00	
	1881	1926					6 per cent.	April & Oct.	48,000 00	
Grand total			\$2,000,000 00	\$1,993,000 00	\$1,642,000 00				\$95,570 00	\$95,570 00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	INTEREST.	
	Amount outstanding.	Amount accrued during year.
Mortgage bonds	1,993,000 00	95,570 00
Total	\$1,993,000 00	\$95,570 00

Mortgage bonds	1,993,000 00	1,642,000 00	95,570 00	95,570 00
Total	\$1,993,000 00	\$1,642,000 00	\$95,570 00	\$95,570 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	111,963 43	Audited vouchers and accounts.....	46,662 06
Due from agents.....	3,906 84	Wages and salaries.....	11,051 72
Net traffic balances due from other companies.....	71,690 84	Dividends not called for.....	36,332 50
Due from solvent companies and individuals.....	8,879 29	Matured interest coupons unpaid (including coupons due July 1).....	27,340 00
		Miscellaneous.....	2,571 73
		Balance—Cash assets.....	72,182 37
Total.....	\$196,440 40	Total.....	\$196,440 40

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	960,800 00	960,800 00		59	16,284 75
Bonds.....	1,642,000 00	1,642,000 00		59	27,830 50
Total .....	\$2,602,800 00	\$2,602,800 00			\$44,115 25

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

EXPENDITURES DURING YEAR.					
ITEMS.	Included in operating expenses.	NOT INCLUDED IN OPERATING EXPENSES.		Total cost	Total cost
		Charged to income account as permanent improvements.	Charged to construction or equipment.	to June 30, 1891.	to June 30, 1892.
					Cost per mile.
Total cost construction, equipment, etc.	\$20,000 00			\$3,082,953 30	\$32,253 44



## INCOME ACCOUNT.

Gross earnings from operation.....	526,668 52	
Less operating expenses.....	296,607 10	
Income from operation.....		230,061 42
Dividends on stocks owned.....	6,003 00	
Income from other sources.....		6,003 00
Total income.....		236,064 42
Deductions from income:		
Interest on funded debt accrued.....	95,570 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	1,246 79	
Taxes.....	12,159 02	
Total deductions from income.....		108,975 81
Net income.....		127,088 61
Dividends, 6 per cent., common stock.....	57,648 00	
Dividends, 3 per cent., preferred stock.....	9,705 00	
Total.....		67,353 00
Surplus from operations of year ending June 30, 1892.....		59,735 61
Surplus on June 30, 1891.....		223,357 01
Surplus on June 30, 1892.....		\$283,092 62

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger :			
Passenger revenue.....	138,643 64		
Less repayments:			
Excess fares refunded.....		336 61	
Other repayments.....			
Total deductions.....		336 61	
Total passenger revenue.....			138,307 03
Mail .....			33,919 80
Express .....			14,118 52
Extra baggage and storage.....			981 21
Total passenger earnings.....			187,326 56
Freight:			
Freight revenue.....	344,008 44		
Less repayments:			
Overcharge to shippers.....		5,686 40	
Other repayments.....			
Total deductions.....		5,686 40	
Total freight revenue.....			338,322 04
Total freight earnings.....			338,322 04
Total passenger and freight earnings.....			525,648 60
Other earnings from operation :			
Telegraph companies.....	436 88		
Rents not otherwise provided for.....	209 01		
Other sources.....	374 03		
Total other earnings.....			1,019 92
Total gross earnings from operation.....			\$526,668 52

## STOCKS OWNED.

NAME.	Total par value.	Income or dividend re- ceived.	Valuation.
Atlantic Coast Line sleeping-car trust.....	\$26,100 00	\$6,003 00	\$26,100 00
Meherrin Valley railroad company.....	28,156 95		

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	9,492 87	17,399 10	26,891 97
Renewals of rails.....	318 50	583 75	902 25
Renewals of ties.....	2,504 40	4,309 74	6,814 14
Repairs of bridges and culverts.....	1,822 44	3,340 30	5,162 74
Repairs of fences, road-crossings, signs, and cattle guards.....	136 31	249 84	386 15
Repairs of buildings.....	1,329 63	2,437 02	3,766 65
Other expenses.....	1 25	2 30	3 55
<b>Total.....</b>	<b>15,606 40</b>	<b>28,322 06</b>	<b>43,927 46</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	4,200 25	7,698 47	11,898 72
Repairs and renewals of passenger cars.....	5,217 19		5,217 19
Repairs and renewals of freight cars.....		33,888 62	33,888 62
Shop machinery, tools, etc.....	334 32	612 80	947 12
<b>Total.....</b>	<b>9,751 76</b>	<b>42,199 89</b>	<b>51,951 65</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	9,107 76	18,357 24	27,465 00
Fuel for locomotives.....	10,807 47	19,808 58	30,616 05
Water-supply for locomotives.....	608 00	1,114 37	1,722 37
All other supplies for locomotives.....	1,718 43	3,149 65	4,868 08
Wages of other trainmen.....	5,018 03	14,099 09	19,117 12
All other train supplies.....	1,993 41	3,635 32	5,618 73
Wages of switchmen, flagmen, and watchmen.....	2,838 06	5,202 86	8,041 52
Expense of telegraph, including train dispatchers and operators.....	2,667 40	4,888 97	7,556 37
Wages of station agents, clerks, and laborers.....	5,904 00	10,821 19	16,725 19
Station supplies.....	545 30	1,000 04	1,545 34
Car mileage—balance.....	6,984 42	12,801 50	19,785 92
Loss and damage.....	740 95	2,096 43	2,837 38
Injuries to persons.....	104 75	255 08	359 83
Other expenses.....	71 57	131 17	202 74
<b>Total.....</b>	<b>49,100 15</b>	<b>97,361 49</b>	<b>146,461 64</b>
<b>General expenses:</b>			
Salaries of officers.....	2,612 57	4,788 50	7,401 07
Salaries of clerks.....	1,440 06	2,639 44	4,079 50
General office expenses and supplies.....	342 22	627 23	969 45
Agencies, including salaries and rent.....	1,042 62	47 44	1,090 06
Advertising.....	903 44	1 63	905 07
Commissions.....		3,840 47	3,840 47
Insurance.....	511 30	937 14	1,448 44
Expense of traffic associations.....	2,612 59	1,712 38	4,324 97
Expense of stock yards and elevators.....		2,518 60	2,518 60
Rents for tracks, yards, and terminals.....	2,625 00	2,625 00	5,250 00
Rents not otherwise provided for.....	1,796 31	15,669 46	17,465 77
Legal expenses.....	488 02	894 50	1,382 52
Stationery and printing.....	1,124 30	2,060 85	3,185 24
Other general expenses.....	143 04	262 16	405 20
<b>Total.....</b>	<b>15,641 56</b>	<b>38,624 80</b>	<b>54,266 36</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	15,606 40	28,322 05	43,927 45
Maintenance of equipment.....	9,751 76	42,199 89	51,951 65
Conducting transportation.....	49,100 15	97,361 49	146,461 64
General expenses.....	15,641 56	38,624 80	54,266 36
<b>Grand total.....</b>	<b>\$90,098 87</b>	<b>\$206,508 23</b>	<b>\$296,607 10</b>
Percentage of expenses to earnings.....			56.3

## RENTALS PAID.

*Rents paid for lease of other property.*

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks and bridge at Weldon.....	From Garysburg, N. C., to Weldon, N. C.....	Seaboard and Roanoke railroad company.....		\$5,250 00

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
	3,082,953 30		3,082,953 30		
{ Cost of road.....					
{ Cost of equipment.....	65,300 00		54,256 95		
Stocks owned.....	141,231 74		196,440 00		
Cash and current assets.....					
Other assets:	875 71				
Materials and supplies.....					
Grand total.....	\$3,290,360 75		\$3,333,650 25		

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
	1,323,500 00		1,394,300 00		
Capital stock.....	1,667,000 00		1,642,000 00		
Funded debt.....	76,503 74		124,258 03		
Current liabilities.....	223,357 01		283,092 62		
Profit and loss.....					
Grand total.....	\$3,290,360 75		\$3,333,650 25		

## CONTRACTS, AGREEMENTS, ETC.

Southern express company for transportation of express matter.  
 United States for carrying mails.  
 Pullman's Palace-Car company for use of sleeping cars, &c.  
 Seaboard and Roanoke railroad company for use of bridge and track from Garysburg to Weldon,  
 N. C.  
 Western Union telegraph company for use of right of way.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mort- gaged.*
	From—	To—	Miles.		
Registered—Class A... Class B...	Petersburg.....	Garysburg.....	59	\$27,830 50	

\* Railroad properties, revenues, and franchises.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensa- tion.	Average daily com- pensation.
General officers.....	10		7,401 07	
General office clerks.....	13		4,079 50	
Station agents.....	9		5,385 00	1 90
Other station men.....	9		3,888 00	1 37
Enginemen.....	12	5,669	18,210 02	4 51
Firemen.....	16	5,669	5,669 81	1 00
Conductors.....	9	2,830	8,590 75	3 04
Other trainmen.....	30	9,405	10,526 37	1 11
Machinists.....	7	2,105	5,139 35	2 44
Carpenters.....	6	1,828	3,616 38	1 98
Other shopmen.....	6	1,884	2,979 62	1 58
Section foremen.....	8	2,464	3,864 08	1 53
Other trackmen.....	7	2,226	3,842 14	1 72
Switchmen, flagmen, and watchmen.....	26	8,440	8,041 52	95
Telegraph operators and dispatchers.....	12	5,726	7,556 37	2 02
All other employees and laborers.....	150	46,950	37,593 52	80
Total (including "general officers").....	330		136,383 50	
Less "general officers".....	23		11,480 57	
Total (excluding "general officers").....	307		124,902 93	
Distribution of above:				
General administration.....	23		11,480 57	
Maintenance of way and structures.....	120		26,782 82	
Maintenance of equipment.....	31		17,274 11	
Conducting transportation.....	156		80,816 00	
Total (including "general officers").....	330		136,383 50	
Less "general officers".....	23		11,480 57	
Total (excluding "general officers").....	307		124,902 93	
Total (including "general officers").....	330		\$136,383 50	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	104,670	
Number of passengers carried one mile.....	5,471,654	
Average distance carried.....	52.3	
Total passenger revenue.....		138,307 03
Average amount received from each passenger.....		1 32.92
Average receipts per passenger per mile.....		2.57
Estimated cost of carrying each passenger one mile.....		1.66
Total passenger earnings.....		187,326 56
Passenger earnings per mile of road.....		3,070 92.72
Passenger earnings per train mile.....		1 67.17
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	443,908	
Number of tons carried one mile.....	24,948,041	
Average distance haul of one ton.....	56.2	
Total freight revenue.....		338,322 04
Average amount received for each ton of freight.....		76.214
Average receipts per ton per mile.....		1.356
Estimated cost of carrying one ton one mile.....		.828
Total freight earnings.....		338,322 04
Freight earnings per mile of road.....		5,546 26.25
Freight earnings per train mile.....		1 64.983
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		476,629 07
Passenger and freight revenue per mile of road.....		7,813 59.131
Passenger and freight earnings.....		525,648 60
Passenger and freight earnings per mile of road.....		8,617 19.016
Gross earnings from operation.....		526,648 52
Gross earnings from operation per mile of road.....		8,633 91.016
Expenses.....		296,907 10
Expenses per mile of road.....		4,862 41.147
<b>Train mileage:</b>		
Miles run by passenger trains.....	112,073	
Miles run by freight trains.....	205,064	
Total mileage trains earning revenue.....	317,137	
Miles run by switching trains.....	62,140	
Miles run by construction and other trains.....	12,662	
Grand total train mileage.....	391,939	
Mileage of loaded freight cars—north or east.....	1,283,437	
Mileage of loaded freight cars—south or west.....	1,234,091	
Mileage of empty freight cars—north or east.....	403,275	
Mileage of empty freight cars—south or west.....	437,523	
Average number of freight cars in train.....	16.3	
Average number of loaded cars in train.....	12.3	
Average number of empty cars in train.....	4	
Average number of tons of freight in train.....	121.7	
Average number of tons of freight in each loaded car.....	9.9	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	615	12,127	12,742	2.87
Flour.....	962	15,666	16,628	3.74
Other mill products.....	3,688	9,246	12,934	2.91
Hay.....	1,172	5,116	6,288	1.42
Tobacco.....	1,954	8,906	10,860	2.45
Cotton.....	2,751	2,671	5,422	1.22
Fruit and vegetables.....	285	63,734	64,019	14.42
Products of animals:				
Live stock.....	131	1,781	1,912	.43
Dressed meats.....	356	9,892	10,248	2.31
Other packing-house products.....	22	1,102	1,124	.25
Poultry, game, and fish.....	14	754	768	.18
Wool.....		3	3	
Hides and leather.....	7	429	436	.1
Products of mines:				
Anthracite coal.....	222	2,182	2,404	.54
Bituminous coal.....	889	64,473	65,362	14.72
Stone, sand, and other like articles.....	36	10,771	10,807	2.43
Products of forest:				
Lumber.....	29,040	92,157	121,197	27.3
Manufactures:				
Petroleum and other oils.....	60	7,771	7,831	1.76
Sugar.....	110	1,479	1,589	.36
Naval stores.....		5,488	5,488	1.24
Iron, pig, and bloom.....	699	3,640	4,339	.98
Iron and steel rails.....	287	11,803	12,090	2.72
Other castings and machinery.....	408	8,105	8,513	1.92
Cement, brick, and lime.....	762	6,210	6,972	1.57
Agricultural implements.....	14	358	372	.09
Wagons, carriages, tools, etc.....	75	1,116	1,191	.27
Wines, liquors, and beers.....	27	4,637	4,664	1.05
Household goods and furniture.....	77	971	1,048	.24
Merchandise.....	8,775	31,513	40,288	9.07
Miscellaneous:				
Other commodities not mentioned above.....	1,184	5,185	6,369	1.44
Total tonnage.....	54,622	389,286	443,908	100

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		4	4	Westinghouse.	4	Janney.
Freight.....		7	7	"	7	"
Switching.....		3	3	"	3	"
Total locomotives.....		14	14		14	
Cars in passenger service:						
First-class passenger cars.....		2	2	Westinghouse.	2	Janney.
Second-class passenger cars.....		2	2	"	2	"
Baggage, express, and postal cars.....		3	3	"	3	"
Total.....		7	7		7	
Cars in freight service:						
Box cars.....	10	117	{ 46 71	Westinghouse. Hand.	{ 1 116	Link. Automatic.
Flat cars.....	2	75	75	"	{ 49 26	" Link.
Stock cars.....		4	4	"	{ 3 1	" Automatic.
Other cars.....		7	7	"	{ 3 4	Link. Automatic.
Total.....	12	203	203			
Cars in company's service:						
Gravel cars.....		10	10	Hand.	{ 1 9	Janney. Link.
Caboose cars.....		5	5	"	{ 5 1	" "
Other road cars.....		1	1	"		
Total.....		16	16			
Cars contributed to fast freight line service.....						
	32	55	32 23	{ Air-brake. Hand.	3 52	Link. Automatic.
Total cars owned.....	44	281	281			



## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage operated.	RAILS.	
	Main line.	Branches and Spurs.			Iron.	Steel.
Miles of single track.....	58.989		2			58.989
Miles of yard track and sidings.....	8.80				3.89	5
Total mileage operated (all tracks).....	67.879		2		3.89	63.989

B. *Mileage of line by States and Territories.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	52					
North Carolina.....	6.989					
Total mileage operated (single track).....	58.989					

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			Average price per ton at distributing point.
KIND.	Tons.	Weight per yard.	
Steel .....	100	70 lbs.	\$30 25

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
White oak.....	20,572	.40
Total .....	20,572	.40

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....					3,506.69	112,073	70.06
Freight.....					7,015.78	205,064	76.63
Switching.....					1,951.41	62,140	70.35
Construction.....					397.59	12,662	70.33
Total.....					12,871.47	391,939	287.39

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....			4				4	
Total.....			4				4	

## EXPLANATION OF ACCIDENTS.

Wm. Parham (colored), struck by train; asleep on Nottoway bridge.  
 Archer Campbell (colored), struck by train; attempting to cross track ahead of it.  
 Jennie Goodwin (colored), struck by train; attempting to cross track ahead of it.  
 Geo. A. Smith (white), struck by train; supposed to have been asleep or drunk on track.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.				PROFILE.									
FROM—	TO—	MILES.	Number of curves.		Aggregate length of curved line.		Length of straight line.		Miles.	Length of level line.	ASCENDING GRADES.			DESCENDING GRADES.		
											Sum of as- cents.	Aggregate length of ascending grades.	Number.	Sum of de- scents.	Aggregate length of descending grades.	
Petersburg .....	Garysburg .....	58.44	42	17.275	41.714	6.147	78	489.55	246.81	63	352.88	288.61				
Total .....		58.44	42	17.275	41.714	6.147	78	489.55	246.81	63	352.88	288.61				

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Iron.....	7	769	6	30		315	6		
Wooden.....	1	80		80		80			
Total.....	8	849	6						
Trestles.....	4	639		65		130			
Overhead highway crossings:									
Bridges.....	1								18
Total.....	1								

Gauge of track—four feet nine inches.

## OATH.

STATE OF VIRGINIA, }  
CITY OF RICHMOND, } ss.

We, the undersigned, E. T. D. Myers, general superintendent, and W. R. Jones, assistant treasurer, of the Petersburg railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. T. D. MYERS, *General Superintendent.*

W. R. JONES, *Assistant Treasurer.*

Subscribed and sworn to before me this 13th day of September, 1892.

WM. M. BIGELOW,  
*Notary Public.*

## SEABOARD AND ROANOKE RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Seaboard and Roanoke railroad company.

Date of organization—July 5, 1847.

Organized under the laws of the State of Virginia. Acts passed March 10, 1847, and November, 1852.

United with the Roanoke railroad company under act passed February 1, 1848, by Virginia Assembly, and January 29, 1849, by North Carolina. Act to incorporate the Roanoke railroad company ratified January 15, 1847.

Original corporation and laws under which it was organized—Portsmouth and Roanoke railroad company ; acts of Virginia, March 5, 1832.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. C. Hoffman.....	Baltimore, Md.....	} October 4, 1892.
Louis McLane.....	Baltimore, Md.....	
Enoch Pratt.....	Baltimore, Md.....	
M. Robinson, Jr.....	Paoli, Pa.....	
R. S. Tucker.....	Raleigh, N. C.....	
L. R. Watts.....	Portsmouth, Va.....	

Total number of stockholders at date of last election—200.

Date of last meeting of stockholders for election of directors—October 6, 1891.

Postoffice address of general office—Portsmouth, Va.

Postoffice address of operating office—Portsmouth, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	Jno. M. Robinson.....	Baltimore, Md.
President.....	Jno. M. Robinson.....	Baltimore, Md.
First Vice-President.....	R. C. Hoffman.....	Baltimore, Md.
Secretary and Treasurer.....	Wm. W. Chamberlain.....	Portsmouth, Va.
General Counsel.....	L. R. Watts.....	Portsmouth, Va.
Auditor.....	J. A. Walton.....	Portsmouth, Va.
General Manager.....	Jno. C. Winder.....	Raleigh, N. C.
General Superintendent.....	L. T. Myers.....	Portsmouth, Va.
Division Superintendent.....	T. W. Whisnaut.....	Portsmouth, Va.
General Agent.....	Jno. H. Winder.....	Atlanta, Ga.
Superintendent of Telegraph.....	D. S. Hudgings.....	Raleigh, N. C.
Traffic Manager.....	O. V. Smith.....	Norfolk, Va.
Assistant General Freight and Passenger Agent.....	F. C. Bryan.....	Norfolk, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Seaboard and Roanoke railroad company.....	Portsmouth, Va.....	Weldon, N. C.....	78.6	
Seaboard and Roanoke railroad company.....	Boykins, Va.....	State line, Virginia and North Carolina..	2.7	81.3
Roanoke and Tar River railroad company.....	State line, Virginia and North Carolina..	Lewiston, N. C.....	32.3	32.3
	Total.....			113.6

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	10,587	100	1,500,000	1,058,700	7 per cent.	74,109
Preferred.....	2,000	100	200,000	200,000	7 per cent.	14,000
2d ".....	442	100	90,000	44,200	7 per cent.	3,094
Total.....	13,029		1,790,000	\$1,302,900		\$91,203
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Issued for cash—Common.....			4,440	431,500	Entered on books as subscription. Issued in settlement of bonds.	
Issued for bonds—Common Preferred			6,147 2,442	608,450 244,200		
Total.....			13,029	\$1,282,150		

**FUNDED DEBT.**  
*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash real-ized on the amount is-sued.	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount ac-crued dur-ing year.
First mortgage bonds.....	1886	1926	2,500,000 00	1,300,000 00	1,300,000 00	1,358,058 12	5 per cent.....	Jan. & July.....	52,500 00
Registered 6's.....	1846	1916	690,000 00	690,000 00	690,000 00	690,000 00	6 per cent.....	Feb. & Aug.....	41,400 00
Dividend obligations.....	1872	No date.	200,000 00	85,500 00	85,500 00	85,500 00	Contingent..	May & Nov.....	5,985 00
Convertible loan.....	1873	1883	55,412 00	55,412 00	55,104 00	55,412 00	7 per cent.....	Past due.	
Grand total.....			\$3,445,412	\$2,130,912 00	\$2,075,604 00	\$2,188,970 12			\$99,885 00
									\$98,044 72

**EQUIPMENT TRUST OBLIGATIONS.**

*Statement of Amount.*

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.		
		Original amount.	Amount outstanding.	Amount outstanding.	Amount ac-crued during year.	Rate.
1/2 Series A.....		125,000 00	100,000 00	6,250 00	5,025 00	5 per cent.
3/4 Series B.....		125,000 00	112,500 00	6,250 00	6,250 00	5 per cent.
Total.....		250,000 00	212,500 07	12,500 00	11,875 00	
"Miscellaneous obligations".....		830,912 00	775,904 00		47,385 00	
Total "miscellaneous obligations".....		\$1,080,912 00	988,404 00		\$59,260 00	
					\$59,260 00	

**EXPLANATORY REMARKS.**

The Seaboard Air-Line equipment consists of the following:

Series "A."—3 passenger engines, 16 x 24. 8 freight engines. 1 superintendent's car. 3 mail, baggage, and express cars. 5 second-class passenger or combination cars. 4 first-class passenger cars. 200 box cars. 15 cabooses.

Series "B."—1 shifting engines. 4 freight engines. 4 passenger engines, 18 x 24. 3 postal cars. 5 first-class passenger cars. 200 box cars. 25 coal gondolas.

The contract concerning this equipment was fully described in our report for 1901.



## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	1,300,000 00	1,300,000 00	52,500 00	50,659 72
Miscellaneous obligations.....	1,080,912 00	988,104 00	59,260 00	59,260 00
Total .....	\$2,380,912 00	\$2,288,104 00	111,760 00	\$109,919 72

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	11,000 27	Wages and salaries.....	13,809 44
Bills receivable .....	252,989 86	Miscellaneous .....	41,384 56
Due from agents.....	16,900 56		
Net traffic balances due from other companies .....	14,722 41		
Due from solvent companies and individuals.....	325,961 01	Balance—Cash assets.....	566,389 11
Total.....	\$621,583 11	Total.....	\$621,583 11

Materials and supplies on hand, \$38,472 36.

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	1,302,900 00	1,302,900 00		81.3	16,025 83
Bonds.....	2,075,604 00	2,075,604 00			25,530 18
Equipment trust obligations.....	212,500 00	212,500 00			2,613 77
Total.....	\$3,591,004 00	\$2,591,004 00		81.3	\$44,169 78

## B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Seaboard and Roanoke.....	1,302,900 00	2,288,104 00	55,104 00	3,646,108 00	81.3	44,848 88
Roanoke and Tar River.....	5,150 00	260,000 00		265,150 00	32.3	8,065 00
Total .....	\$1,308,050 00	\$2,548,104 00	\$55,104 00	\$3,911,348 00	113.6	\$54,430 88

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.				
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.			
Construction:						
Right of way.....				110,575 00	110,575 00	
Other real estate.....				402,668 20	402,668 20	
Grading and bridge and culvert ma- sonry.....				450,000 00	450,000 00	
Bridges and trestles.....			15,749 72	225,846 70	241,596 42	
Rails.....				363,539 62	363,539 62	
Ties.....				60,000 00	60,000 00	
Other superstructure.....				29,330 16	29,330 16	
Buildings, furniture and fixtures.....			2,735 66	200,725 31	203,460 97	
Shop machinery and tools.....			144 02	29,809 80	29,954 42	
Engineering expenses.....				34,104 66	34,104 66	
Interest during con- struction.....				36,000 00	36,000 00	
Telegraph line.....			7,854 82	101,771 68	101,771 68	
Wharfing, etc.....				36,362 07	37,566 72	
Sidings and yard ex- tensions.....			1,204 05	123,500 00	128,103 95	
Terminal facilities and elevators.....			4,603 95	313,375 71	314,509 45	
Other items.....			1,133 74			
Total construct'n.....			33,426 56	2,517,609 51	2,551,036 07	31,378 05
Equipment:						
Locomotives.....				60,000 00	60,000 00	
Passenger cars.....				24,000 00	24,000 00	
Sleeping, parlor, and dining cars.....				7,450 00	7,450 00	
Baggage, express, and postal cars.....				6,000 00	6,000 00	
Combination cars.....				11,997 80	11,997 80	
Freight cars.....				155,514 79	155,514 79	
Other cars of all classes.....			3,082 26	2,000 00	5,082 26	
Floating equipment.....				21,591 54	21,591 54	
Total equipment.....			3,082 26	288,554 13	291,636 39	3,609 61
Grand total cost con- struction, equipm't, etc.....			36,508 82	2,806,163 64	2,842,672 46	34,987 66
Total cost construc- tion, equipment, etc.—State of Va.....			\$20,006 83	\$1,537,777 67	\$1,557,784 51	\$19,173 24

## INCOME ACCOUNT.

Gross earnings from operation.....	705,469 49	
Less operating expenses.....	471,706 23	
Income from operation.....		233,763 26
Dividends on stocks owned.....	61,087 00	
Interest on bonds owned.....	7,598 00	
Miscellaneous income—less expenses.....	16,205 51	
Income from other sources.....		84,890 51
Total income.....		318,653 77
Deductions from income:		
Interest on funded debt accrued.....	98,044 72	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	114 00	
Rents.....	16,250 00	
Taxes.....	19,626 90	
Other deductions.....	46,898 95	
Total deductions from income.....		180,934 57
Net income.....		137,719 20
Dividends, 7 per cent., common stock.....	74,109 00	
Dividends, 7 per cent., preferred stock.....	17,094 00	
Total.....		91,203 00
Surplus from operations of year ending June 30, 1892.....		46,516 20
Surplus on June 30, 1891.....		1,619,372 89
Additions for year.....		46,516 20
Surplus on June 30, 1892.....		\$1,665,889 09

## EXPLANATORY REMARKS.

The item "other deductions" includes the sum of \$31,135 47, that being this company's proportion—to-wit, one-half of the loss sustained to June 30, 1892, in operating the Georgia, Carolina and Northern railway, this company being a co-lessee of the said railway, which lease provides that 65 per cent. of the gross income of said railway and property shall be retained to pay the cost of operation, but 65 per cent. of the gross income of said railway not being sufficient to pay the cost of operation up to June 30, 1892, this company was called upon to make up one-half of the deficit.

An account of the operations of the Georgia, Carolina and Northern railway is kept entirely separate and distinct from the accounts of the lessees individually, and nothing appears in the income account of this company concerning that railway except a payment to make up a deficit as above, or a profit should the cost of operation not amount to as much as 65 per cent. of the gross income.

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	96,021 87		
Less repayments:			
Tickets redeemed.....		93 83	
Excess fares refunded.....		48 71	
Other repayments.....		14 73	
Total deductions.....		157 27	
Total passenger revenue.....			95,864 60
Mail.....			8,332 29
Express.....			7,723 18
Extra baggage and storage.....			475 09
Total passenger earnings.....			112,395 16
Freight:			
Freight revenue.....	568,334 57		
Less repayments:			
Overcharge to shippers.....		3,845 02	
Total deductions.....		3,845 02	
Total freight revenue.....			564,489 55
Total freight earnings.....			564,489 55
Total passenger and freight earnings.....			676,884 71
Other earnings from operation:			
Car mileage.....	737 85		
Switching charges.....	3,628 41		
Telegraph companies.....	836 37		
Rents from tracks, yards, and terminals.....	12,074 69		
Other sources.....	11,307 46		
Total other earnings.....			28,584 78
Total gross earnings from operation—Virginia.....			386,387 28
Total gross earnings from operation—Entire line.....			\$705,469 49

## STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Raleigh and Gaston railroad company.....	742,200 00	6 per cent.	37,110 00	369,412 00
Georgia, Carolina and Northern railway company.....	248,700 00			248,700 00
Old Dominion steamship company.....	187,600 00	6 per cent.	11,256 00	221,870 00
Baltimore steam packet company.....	127,000 00	10 per cent.	12,700 00	127,500 00
Seaboard and Roanoke railroad company.....	300 00	7 per cent.	21 00	300 00
National compress company.....	750 00			750 00
Roanoke and Tar River railroad company— 10 per cent. paid.....	500,000 00			5,000 00
Carolina Central railroad company.....	222,000 00			
Carolina Southern railroad company—10 per cent. paid.....	30,000 00			3,000 00
Columbia, Newberry and Laurens railroad company.....	5,001 00			5,001 00
Total.....	\$2,063,551 00		\$61,087 00	\$981,533 00

Valuation of stocks is the cost of same charged on our books.

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Richmond, Fredericksburg and Potomac railroad company dividend obligations....	1,400 00	7 per cent.	98 00	557 00
Raleigh and Augusta Air-Line railroad company first mortgage bonds.....	250,000 00	6 per cent.	7,500 00	250,000 00
Carolina Central railroad company second mortgage income bonds.....	222,000 00			248,339 64
Total .....	\$473,400 00		\$7,598 00	\$498,896 64

Valuation of bonds is the cost of same charged on the books.

## RENTALS RECEIVED.

*Rents received from lease of trucks, yards, and terminals.*

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Trucks.....	Gary's to Weldon..... Shops to Gosport.....	Petersburg R. R. Co..... A. & D. Ry Co.....	5,250 00 433 29	
Total.....				5,683 29
Terminals.....	Sundries.....	Various companies for wharfage, &c.....	6,391 40	
Total.....				6,391 40
		Grand total.....		\$12,074 69

## MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Rents from property outside of operation...	2,990 56		2,990 56
Interest on accounts and notes.....	13,214 95		13,214 95
Total.....	\$16,205 51		\$16,205 51

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	19,949 03	31,254 84	51,203 87
Renewals of ties.....	5,178 21	8,112 89	13,291 10
Repairs of bridges and culverts.....	746 69	1,169 86	1,916 55
Repairs of fences, road-crossings, signs, and cattle guards.....	232 96	365 00	597 96
Repairs of buildings.....	2,485 17	4,415 94	6,901 11
Repairs of docks and wharves.....		6,152 65	6,152 65
Repairs of telegraph.....	128 66	201 58	330 24
Other expenses.....	2 92	4 58	7 50
<b>Total.....</b>	<b>28,723 64</b>	<b>51,077 34</b>	<b>80,400 98</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	3,763 57	11,809 88	15,573 45
Repairs and renewals of passenger cars.....	8,283 70		8,283 70
Repairs and renewals of freight cars.....		27,828 08	27,828 08
Repairs and renewals of ferry-boats, tugs, floats, and barges.....		11,562 98	11,562 98
Shop machinery, tools, etc.....	2,384 30	3,735 57	6,119 87
Other expenses.....	778 84	1,220 25	1,999 09
<b>Total.....</b>	<b>15,210 41</b>	<b>56,156 76</b>	<b>71,367 17</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen	6,229 81	25,210 79	31,440 60
Fuel for locomotives.....	10,888 65	19,459 47	30,348 12
Water supply for locomotives.....	1,386 16	2,171 74	3,557 90
All other supplies for locomotives.....	390 84	1,164 84	1,555 68
Wages of other trainmen.....	4,500 18	11,617 28	16,117 46
All other train supplies.....	1,563 16	1,665 03	3,228 19
Wages of switchmen, flagmen, and watchmen.....	2,639 53	7,937 51	10,577 04
Expense of telegraph, including train dispatchers and operators.....	2,853 74	4,531 06	7,384 80
Wages of station agents, clerks, and laborers.....	11,317 79	81,749 99	93,067 78
Station supplies.....	1,049 29	1,867 21	2,916 50
Car mileage—balance.....		11,615 85	11,615 85
Loss and damage.....	1,481 22	3,587 78	5,069 00
Injuries to persons.....	475 93	851 37	1,327 30
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....		9,677 37	9,677 37
Other expenses.....	1,958 01	3,263 93	5,221 94
<b>Total.....</b>	<b>46,734 31</b>	<b>186,371 22</b>	<b>233,105 53</b>
<b>General expenses:</b>			
Salaries of officers.....	12,903 53	20,216 41	33,119 94
Salaries of clerks.....	2,631 01	4,122 11	6,753 12
General office expenses and supplies.....	665 67	948 93	1,614 60
Agencies, including salaries and rent.....	814 58	4,628 29	5,442 87
Advertising.....	967 76	259 15	1,226 91
Insurance.....	1,061 10	8,993 40	10,054 50
Expense of traffic associations.....	181 10	586 50	767 60
Rents for tracks, yards, and terminals.....		2,962 50	2,962 50
Rents not otherwise provided for.....	380 69	2,528 14	2,908 83
Legal expenses.....	4,396 02	7,022 78	11,418 80
Stationery and printing.....	1,767 34	3,085 29	4,852 63
Other general expenses.....	2,283 15	3,577 10	5,860 25
<b>Total.....</b>	<b>27,901 95</b>	<b>58,930 60</b>	<b>86,832 55</b>

OPERATING EXPENSES - *Continued.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	28,723 64	51,677 34	80,400 98
Maintenance of equipment.....	15,210 41	56,156 76	71,367 17
Conducting transportation.....	46,734 31	186,371 22	233,105 53
General expenses.....	27,901 95	58,930 60	86,832 55
<b>Grand total.....</b>	<b>118,570 31</b>	<b>353,135 92</b>	<b>471,706 23</b>
Percentage of expenses to earnings—Entire line.....			66.8
<b>Operating expenses—State of Virginia:</b>			
Maintenance of way and structures.....	15,740 55	28,319 18	44,059 73
Maintenance of equipment.....	8,335 39	30,773 90	39,109 29
Conducting transportation.....	25,610 40	102,131 43	127,741 83
General expenses.....	15,290 27	32,203 97	47,584 24
<b>Total.....</b>	<b>\$64,976 52</b>	<b>\$193,518 48</b>	<b>\$258,495 00</b>
Percentage of expenses to earnings—Virginia.....			66.8

## RENTALS PAID.

A. *Rents paid for lease of road.*

NAME OF ROAD.	Interest on bonds guar- anteed.	Dividends on stock guar- anteed.	Cash.	Total.
Roanoke and Tar River railroad.....			16,250 00	16,250 00
<b>Total.....</b>				<b>\$16,250 00</b>

B. *Rents paid for lease of other property.*

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owing property leased.	Item.	Total.
<b>Tracks—Streets:</b>				
London street.....	Portsmouth, Va.....	City of Portsmouth.....	2,500 00	
North street.....	Portsmouth, Va.....	City of Portsmouth.....	100 00	
<b>Total.....</b>				<b>2,600 00</b>
<b>Terminals:</b>				
Offices.....	Various places.....	Sundries.....	362 50	
<b>Total.....</b>				<b>362 00</b>
		<b>Grand total.....</b>		<b>\$2,962 50</b>

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
2,317,000 51		2,351,036 07		33,436 56	
288,554 13		201,636 39		3,082 26	
1,096,138 05		991,533 00			24,905 95
248,806 64		498,866 64		250,060 00	
43,621 21		1,507 23		33,384 28	
4,624 03		30,524 03		35,000 00	
381,623 14		621,583 11		239,959 97	
		Other assets:			
37,301 60		Materials and supplies.....	38,472 35	970 76	
		Interest Seaboard Air-Line equipment.....	20,243 70		
		Old rails rented out.....	46,064 57		
		Grand total.....	\$5,090,587 09	\$595,823 83	\$24,905 95

\* Includes real estate, Charlotte.

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
1,392,800 00		1,392,900 00			
1,575,604 00		2,075,604 00		500,000 00	
30,792 32		55,194 00		24,401 68	
1,619,372 60		1,605,889 09		40,516 20	
		Grand total.....	\$5,090,587 09		



### IMPORTANT CHANGES DURING THE YEAR.

By deed of lease dated July 1, 1889, this company, with the Raleigh and Gaston railroad company (jointly), leased the Georgia, Carolina and Northern railway (then being constructed from Monroe, N. C., to Atlanta, Ga.), and guaranteed the interest and principal of \$5,360,000 of that railway company's first mortgage bonds, bearing 5 per cent. interest. That railway was completed to Atlanta during the present fiscal year, and is now being operated as though it was an independent concern, having its own treasurer, superintendent, and other officers, and makes its own reports. The terms of the lease provide that 35 per cent. of the gross income, after paying all taxes and assessments, shall be devoted to paying expenses of keeping up the organization of the company, interest on bonds, debts incurred previous to the lease, and dividends in the order given. Sixty-five per cent. is to be used to pay the cost of operation. Should the cost of operation exceed 65 per cent. of the gross income as above, the lessee companies will furnish the sum necessary to make up the deficit.

Five hundred thousand dollars of first mortgage bonds were sold and \$250,000 first mortgage bonds of the Raleigh and Augusta Air Line railroad company were purchased.

### CONTRACTS, AGREEMENTS, ETC.

A contract with the Southern Express company under which this company receives 40 per cent. of the gross earnings.

United States Postoffice department pays according to weight of mail carried, as provided by law.

Pay mileage on Pullman sleepers.

Contract with Pennsylvania railroad company, Atlantic Coast Line, and Seaboard Air Line, under which each company furnishes a proportion of the cars for the Dispatch Line.

Agreement with Atlantic Coast Line, Piedmont Air Line, and Seaboard Air Line, constituting the associated railways of Virginia and the Carolinas, for the maintenance of rates. Agreements with the Norfolk and Western and Norfolk and Southern railroad companies for maintaining rates to competitive points; also, same with the Atlantic and Danville railway. Agreement with Petersburg railroad company for joint use of track from Gray's station to Weldon, N. C.

Agreement with Merchants and Miners, Old Dominion S. S., Clyde Line, and Baltimore S. Packet company, Washington Steamboat line, and Albemarle company for interchange of traffic. This company is also a member of the Southern Railway and S. S. association.

Contract with the Western Union Telegraph company under which that company maintains its lines upon the right of way of this company.

Sundry unimportant contracts.

### SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—			
First mortgage bonds....	Portsmouth, Va....	Weldon, N. C.....	78.6		
	Branch.....		2.7	\$32,525 00	All.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	8	2,480	17,785 41	7 17
General office clerks.....	15	4,650	9,134 00	1 96
Station agents.....	13	4,030	7,541 87	1 87
Other station men.....	12	3,720	6,689 97	1 80
Enginemen.....	10	3,100	11,951 21	3 53
Firemen.....	10	3,100	3,903 44	1 28
Conductors.....	6	1,860	4,449 85	2 38
Other trainmen.....	16	4,960	6,754 06	1 36
Machinists.....	4	1,240	3,085 26	2 48
Carpenters.....	24	7,440	13,799 68	1 85
Other shopmen.....	22	6,820	12,366 33	1 81
Section foremen.....	9	2,790	4,555 52	1 63
Other trackmen.....	81	25,110	17,231 53	1 68
Switchmen, flagmen, and watchmen.....	17	5,270	5,773 73	1 10
Telegraph operators and dispatchers.....	9	2,790	4,341 20	1 56
Employees—account floating equipment.....	10	3,100	3,244 03	1 06
All other employees and laborers.....	89	27,590	27,901 98	1 01
Total (including "general officers")—Virginia.....	355	110,050	160,569 26	1 46
Less "general officers".....	8	2,480	17,785 41	
Total (excluding "general officers")—Virginia.....	347	107,570	142,783 85	1 33
Distribution of above:				
General administration.....	10	3,100	19,447 42	
Maintenance of way and structures.....	95	29,450	24,097 18	
Maintenance of equipment.....	65	20,150	34,668 41	
Conducting transportation.....	185	57,350	82,356 25	
Total (including "general officers")—Virginia.....	355	110,050	160,569 26	
Less "general officers".....	8	2,480	17,785 41	
Total (excluding "general officers")—Virginia.....	347	107,570	142,783 85	1 33
Total (including "general officers")—Entire line.....	657	203,670	\$299,977 14	\$1 47

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF VIRGINIA.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	57,956	
Number of passengers carried one mile.....	1,897,726	
Average distance carried.....	32.74	
Freight traffic:		
Number of tons carried of freight earning revenue.....	221,190	
Number of tons carried one mile.....	18,024,767	
Average distance haul of one ton.....	81.47	
Train mileage:		
Miles run by passenger trains.....	77,222	
Miles run by freight trains.....	121,277	
Total mileage trains earning revenue.....	198,499	
Miles run by switching trains.....	58,343	
Miles run by construction and other trains.....	17,571	
Grand total train mileage.....	274,413	
Mileage of loaded freight cars—north or east.....	1,118,375	
Mileage of loaded freight cars—south or west.....	683,486	
Mileage of empty freight cars—north or east.....	118,050	
Mileage of empty freight cars—south or west.....	465,403	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	105,759	
Number of passengers carried one mile.....	3,463,003	
Average distance carried.....	32.74	
Total passenger revenue.....		95,864 60
Average amount received from each passenger.....		90.644
Average receipts per passenger per mile.....		2.761
Estimated cost of carrying each passenger one mile.....		3.424
Total passenger earnings.....		112,395 16
Passenger earnings per mile of road.....		843 87.852
Passenger earnings per train mile.....		79 58.849
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	443,630	
Number of tons carried one mile.....	32,891,910	
Average distance haul of one ton.....	74.14	
Total freight revenue.....		564,489 55
Average amount received for each ton of freight.....		1 27 470
Average receipts per ton per mile.....		1.716
Estimated cost of carrying one ton one mile.....		1.073
Total freight earnings.....		564,480 55
Freight earnings per mile of road.....		4,969 09.815
Freight earnings per train mile.....		2 55.006
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		659,954 15
Passenger and freight revenue per mile of road.....		5,809 45.55
Passenger and freight earnings.....		676,884 71
Passenger and freight earnings per mile of road.....		5,958 40.22
Gross earnings from operation.....		705,469 49
Gross earnings from operation per mile of road.....		6,210 11.44
Expenses.....		471,706 23
Expenses per mile of road.....		4,153 22.38
<b>Train mileage:</b>		
Miles run by passenger trains.....	141,280	
Miles run by freight trains.....	221,308	
Total mileage trains earning revenue.....	362,588	
Miles run by switching trains.....	106,464	
Miles run by construction and other trains.....	32,063	
Grand total train mileage.....	501,115	
Mileage of loaded freight cars—north or east.....	2,040,829	
Mileage of loaded freight cars—south or west.....	1,247,258	
Mileage of empty freight cars—north or east.....	215,519	
Mileage of empty freight cars—south or west.....	849,274	
Average number of freight cars in train.....	22.34478	
Average number of loaded cars in train.....	15.54845	
Average number of empty cars in train.....	6.79663	
Average number of tons of freight in train.....	1,249.662	
Average number of tons of freight in each loaded car.....	8.03721	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	1,439	286	1,725	.73
Flour.....	2,727	2,918	5,645	2.31
Other mill products.....	840	1,425	2,265	.93
Hay.....	2,181	295	2,476	1.01
Tobacco.....	11	1,928	1,937	.78
Cotton.....	1,695	20,575	22,270	9.12
Fruit and vegetables.....	1,593	1,871	3,464	1.42
Peanuts.....	2,068	667	3,335	1.32
Cotton seed.....	575	18	593	.23
Products of animals:				
Live stock.....	171	34	205	.06
Other packing-house products.....	728	983	1,711	.71
Poultry, game, and fish.....	21	219	240	.10
Wool.....	2	13	15	.01
Hides and leather.....	12	197	209	.10
Products of mines:				
Anthracite coal.....	1,751		1,751	.73
Bituminous coal.....		4,014	4,014	1.64
Stone, sand, and other like articles.....	254	4,035	4,289	1.75
Products of forest:				
Lumber.....	79,125	24,998	104,123	42.63
Manufactures:				
Petroleum and other oils.....	222	685	907	.40
Sugar.....	489	2,617	3,106	1.23
Naval stores.....	6,999	1,185	8,184	3.33
Rosin.....		19,501	19,501	8.00
Iron and steel rails.....	384	720	1,104	.45
Other castings and machinery.....	183	1,438	1,621	.66
Bar and sheet metal.....	21	495	516	.21
Cement, brick, and lime.....	547	197	744	.31
Agricultural implements.....	190	30	220	.10
Wagons, carriages, tools, &c.....	166	93	259	.11
Wines, liquors, and beers.....	116	562	678	.23
Household goods and furniture.....	247	549	596	.22
Salt.....	791	25	816	.33
Merchandise.....	7,132	37,999	45,131	18.32
Miscellaneous:				
Other commodities not mentioned above.....	306	178	484	.20
Total tonnage—Virginia.....	113,586	130,648	244,234	100.00
Total tonnage—Entire line.....	207,227	236,403	443,630	100.00

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		3	3	Westinghouse		
Freight.....		11	8	"		
Switching.....		4	1	Borden.		
Total locomotives.....		18	12			
Cars in passenger service:						
First-class passenger cars.....		5	5	Westinghouse.	5	Janney.
Second-class passenger cars.....		4	4	"	4	"
Combination passenger cars.....		4	4	"	4	"
Baggage, express, and postal cars.....		5	5			
Other cars in passenger service.....		1	1			
Total.....		19	19			
Cars in freight service:						
Box cars.....		251	10	Westinghouse.	24	Janney.
Flat cars.....		300	20	"	110	"
Total.....		551	30		134	
Cars in company's service:						
Gravel cars.....		18				
Caboose cars.....		5				
Other road cars.....		2				
Total.....		25				

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	78.60	2.70	32.30	113.60		
Miles of yard track and sidings.....	23.90	.30	2.70	26.90	18	8.00

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	50.58	2.70		62.28		62.28
North Carolina.....	19.02		32.30	51.32		51.32

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs.			Iron.	Steel.
S. & R. R. R.....	81.30					
Total mileage owned (single track).....	81.30					

## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
Oak .....	25,814	35
Total.....	25,814	35

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—Tons.		WOOD—Cords.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		1,516		48	1,540	77,222	39.88
Freight.....		3,238		82	3,379	121,277	55.72
Switching.....		417		36	435	58,343	14.57
Construction.....		257		11	253	17,571	23.79
Total.....		5,428		177	5,607	274,413	40.86

Average cost at distributing point, \$2 75.

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	1	2		1		1	1	4
Other causes.....					2		2	
Total.....	1	2		1	2	1	3	4

## OTHERS.

KIND OF ACCIDENT.	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....			1	1			1	1
At stations.....				1				1
Walking on tracks.....			3					3
Total.....			4	2			1	5

# REPORT OF THE RAILROAD COMMISSIONER.

WORKING DIVISIONS OR BRANCHES.				PROFILE.																		
		ALIGNMENT.				ASCENDING GRADES.				DESCENDING GRADES.												
From —	To —	MILES.	Number of curves.		Aggregate length of curved line.		Length of straight line.		Length of level line.		Number.		Sum of ascents.		Aggregate length of ascending grades.		Number.		Sum of descents.		Aggregate length of descending grades.	
Portsmouth, Va.....	Weldon, N. C.....	78.60	30	12.90	65.70	42.40	16	428	18	358	17.10											
		35	20	2.95	32.05	19	14	288	13	255	7.70											
Boykin's, Va.....	Lewiston, N. C.....	113.60	50	15.85	97.75	61.40	30	716	31	613	24.80											
	Total .....																					

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		HEIGHT OF LOGEST ABOVE SURFACE OF RAIL.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Iron.....	13	3,432	.....	16	.....	1,800	.....		
Trestles.....	4	687	.....	24	.....	270	.....		
Overhead highway crossings:									
Trestles.....	2							16	
Overhead railway crossings:									
Bridges.....	3							15	8
Trestles.....	1							16	2

## CAR MILEAGE.

Only the usual interchange of cars at the rate of  $\frac{3}{4}$  cent per mile.

Gauge of track—four feet nine inches.



## OATH.

STATE OF VIRGINIA, }  
CITY OF PORTSMOUTH, } ss :

We, the undersigned, Jno. C. Winder, general manager, and Wm. W. Chamberlaine, treasurer, of the Seaboard and Roanoke railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JNO. C. WINDER, *General Manager.*

WM. W. CHAMBERLAINE, *Treasurer.*

Subscribed and sworn to before me this 17th day of September, 1892, by Wm. W. Chamberlaine, treasurer of the Seaboard and Roanoke railroad company, in the city of Portsmouth, State of Virginia.

J. M. PERKINS, *Notary Public.*

Subscribed and sworn to before me this 19th day of September, 1892, by Jno. C. Winder, general manager of the Seaboard and Roanoke railroad company, in the city of Raleigh, N. C., State of North Carolina.

G. E. HUNTER, *Notary Public.*

## NORFOLK AND SOUTHERN RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—The Norfolk and Southern railroad company.

Date of organization—June 1, 1892.

Organized under the laws of the State of North Carolina. General law certificate filed May, 1891.

Consolidated as follows :

Norfolk and Southern railroad company and the Albemarle and Pantego railroad company.

Elizabeth City and Norfolk railroad company. Charter granted by State of North Carolina January 20, 1870. Amended January 24, 1872; March 7, 1878; January 20, 1883; January 31, 1883. Ratified by Virginia February 23, 1875; March 3, 1882; February 3, 1888; March 6, 1882. Amended in North Carolina March 2, 1889; March 11, 1889; February 10, 1891.

Albemarle and Pantego railroad company. Charter granted by North Carolina March 2, 1887.

Date and authority for each consolidation—Resolution of respective boards of directors June 1, 1891.

Norfolk Southern railroad company foreclosed by sale of April 29, 1891. Organized January 20, 1870, as Elizabeth City and Norfolk railroad company. Name changed by legislative enactment January 31, 1883, to Norfolk and Southern railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Watson B. Dickerman .....	New York city.	
W. G. Dominick .....	New York city.	
Alex. T. Van Nest .....	New York city.	
Jno. G. Moore .....	New York city.	
Ed. C. Sampson .....	New York city.	
Walter S. Johnson .....	New York city.	
Dr. C. N. Hoagland .....	New York city.	
Dean Sage .....	Albany, N. Y.	
Jno. L. Roper .....	Norfolk, Va.	

Total number of stockholders at date of last election—132.

Date of last meeting of stockholders for election of directors—March 3, 1892.

Postoffice address of general office—74 Broadway, New York city.

Postoffice address of operating office—313 east Main street, Norfolk, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President .....	Watson B. Dickerman .....	New York city.
First Vice-President .....	Walter S. Johnson .....	New York city.
Secretary and Treasurer .....	M. W. Dominick .....	New York city.
General Solicitor .....	J. W. Simpson .....	New York city.
Attorneys—Virginia .....	Starke & Martin .....	Norfolk, Va.
Attorneys—North Carolina .....	Pruden & Vann .....	Edenton, N. C.
Auditor .....	J. P. Jeringan .....	Norfolk, Va.
General Manager .....	M. K. King .....	Norfolk, Va.
Division Superintendent .....	W. W. King .....	Berkley, Va.
Division Superintendent .....	A. M. Hankins .....	Roper, N. C.
General Freight and Passenger Agent .....	H. C. Hudgins .....	Norfolk, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Norfolk and Southern railroad company .....	Berkley, Va. ....	Edenton, N. C. ....	{ 73.05 3.76 }	76.81
Norfolk and Southern railroad company .....	Mackey's Ferry, N. C. ....	Belhaven, N. C. ....	29.80	29.80
Total .....			106.61	106.61

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common .....	20,000	100	2,000,000	2,000,000		
Total .....	20,000	\$100	\$2,000,000	\$2,000,000		

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
First mortgage.....	June 2, 1891.	June 2, 1941.	\$310,000 00	\$625,000 00	\$625,000 00	\$620,060 00	5 per cent.	May & Nov.	\$16,075 00

\* Per mile of road.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	625,000 00	625,000 00		16,075 00
Total.....	\$625,000 00	\$625,000 00		\$16,075 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	135,304 45	Audited vouchers and accounts.....	10,797 39
Due from agents.....	14,517 39	Wages and salaries.....	14,530 64
Net traffic balances due from other companies.....	17,115 84	Balance—Cash assets.....	163,494 57
Due from solvent companies and individuals.....	11,894 92	Total.....	\$178,822 60
Total.....	\$178,822 60		

Materials and supplies on hand, \$10,215 68.

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	2,000,000 00	2,000,000 00	.....	103.82	19,264 11
Bonds.....	625,000 00	625,000 00	.....		6,020 00
Total.....	\$2,625,000 00	\$2,625,000 00	.....	103.82	\$25,284 11

## B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Norfolk and Southern railroad company.....	2,000,000 00	625,000 00	25,328 03	2,650,328 03		
Total.....	\$2,000,000 00	\$625,000 00	\$25,328 03	\$2,650,328 03		

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	NOT INCLUDED IN OPERATING EXPENSES.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction:						
Other real estate.....		2,975 51	100 00			
Fences.....	979 10					
Bridges and trestles.....	11,403 33					
Road-bed and tracks.....	18,431 19		8,804 25			
Buildings, furniture and fixtures.....	18,512 93		3,572 30			
Shop machinery and tools.....	1,138 00					
Wharfing, etc.....	8,724 32					
Total construct'n.	50,278 87	2,975 51	12,476 55			
Equipment:						
Locomotives.....	3,396 00					
Passenger cars.....	1,706 00					
Freight cars.....	510 00					
Floating equipment.....	1,690 00					
Total equipment.	7,212 00					
Grand total cost construction, equipm't, etc.....	\$66,490 87	\$2,975 51	\$12,476 55		\$2,546,831 10	

## EXPLANATORY REMARKS.

Cannot divide cost of equipment from that of the other property, as it was all bought as a total without division.

## INCOME ACCOUNT.

Gross earnings from operation.....	384,435 34	
Less operating expenses.....	310,205 91	
Income from operation.....		74,229 43
Miscellaneous income—less expenses.....	10,654 13	
Income from other sources.....		10,654 13
Total income.....		84,883 56
Deductions from income:		
Interest on funded debt accrued.....	16,075 00	
Taxes.....	7,477 95	
Permanent improvements.....	2,975 51	
Total deductions from income.....		26,528 46
Net income.....		58,355 10
Surplus from operations of year ending June 30, 1892.....		58,355 10
Surplus on June 30, 1891.....		1,649 00
Additions for year.....		58,355 10
Surplus on June 30, 1892.....		\$80,004 10

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue.....	75,585 19		
Less repayments:			
Tickets redeemed.....	60 25		
Total deductions .....		60 25	
Total passenger revenue.....			75,524 94
Mail.....			8,028 46
Express .....			3,684 15
Extra baggage and storage.....			602 86
Other items.....			50 00
Total passenger earnings.....			87,890 41
<b>Freight:</b>			
Freight revenue.....	269,785 55		
Less repayments:			
Overcharge to shippers.....	1,219 13		
Total deductions.....		1,219 13	
Total freight revenue.....			268,566 42
Lighterage.....			4,018 32
Terminal.....			16,889 22
Coal sales.....			5,192 47
Total freight earnings.....			294,666 43
Total passenger and freight earnings.....			382,556 84
<b>Other earnings from operation:</b>			
Car mileage.....	1,325 05		
Telegraph companies.....	150 29		
Other sources.....	403 16		
Total other earnings.....			1,878 50
Total gross earnings from operation.....			384,435 34

## MISCELLANEOUS INCOME.

ITEMS.	Gross income.	Less expenses.	Net miscella- neous income.
Steamer Plymouth.....	19,284 11	12,030 63	
" M. E. Roberts.....	9,617 22	7,381 90	
" M. E. Dickerman.....	7,121 02	6,974 55	
" Haven Belle.....	5,324 47	5,179 50	
" Ranger.....	3,869 78	4,801 64	
" Wagner.....	78 00	190 70	
Sale of old material, &c.....	4,218 45		
Total.....	\$47,513 05	\$36,858 92	\$10,654 13

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	17,035 31	34,586 87	51,622 18
Renewals of ties.....	3,898 50	7,915 15	11,813 65
Repairs of bridges and culverts.....	4,449 82	9,034 51	13,484 33
Repairs of fences, road-crossings, signs, and cattle guards.....	377 37	766 19	1,143 56
Repairs of buildings.....	9,928 74	20,158 38	30,087 12
Repairs of docks and wharves.....	3,201 31	6,499 63	9,700 94
Other expenses.....	117 95	239 48	357 43
<b>Total.....</b>	<b>39,009 00</b>	<b>79,200 21</b>	<b>118,209 21</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	4,133 82	8,392 01	12,526 73
Repairs and renewals of passenger cars.....	5,662 22		5,662 22
Repairs and renewals of freight cars.....		9,339 00	9,339 00
Repairs and renewals of ferry-boats, tugs, floats, and barges.....	812 46	1,649 56	2,462 02
Shop machinery, tools, etc.....	1,370 66	2,782 86	4,153 52
Other expenses.....	210 93	428 26	639 19
<b>Total.....</b>	<b>12,190 09</b>	<b>22,592 59</b>	<b>34,782 68</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	3,539 81	7,186 90	10,726 71
Fuel for locomotives.....	5,101 72	10,358 04	15,459 76
All other supplies for locomotives.....	953 86	1,900 10	2,853 96
Wages of other trainmen.....	3,001 72	6,094 41	9,096 13
All other train supplies.....	230 44	467 88	698 32
Wages of switchmen, flagmen, and watchmen.....	1,059 49	3,978 36	5,937 85
Expense of telegraph, including train dispatchers and operators.....	1,038 41	2,108 30	3,146 71
Wages of station agents, clerks, and laborers.....	9,737 68	19,770 47	29,508 15
Station supplies.....	1,436 13	2,916 94	4,353 07
Car mileage.....		10,925 53	10,925 53
Loss and damage.....	293 64	596 19	889 83
Injuries to persons.....	33 00	67 00	100 00
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....	4,693 25	9,528 72	14,221 97
Other expenses.....	819 85	1,664 55	2,484 40
<b>Total.....</b>	<b>32,821 00</b>	<b>77,563 39</b>	<b>110,384 39</b>
<b>General expenses:</b>			
Salaries of officers.....	3,768 50	7,651 20	11,419 70
Salaries of clerks.....	1,866 40	3,789 38	5,655 78
General office expenses and supplies.....	79 64	161 70	241 34
Advertising.....	645 55	1,310 68	1,956 23
Insurance.....	392 75	797 43	1,190 18
Rents for tracks, yards, and terminals.....	3,718 50	10,524 76	14,243 26
Rents not otherwise provided for.....	261 65	531 25	792 90
Legal expenses.....	1,436 13	2,916 79	4,352 92
Stationery and printing.....	1,225 98	487 29	1,713 27
Other general expenses.....	1,077 76	2,188 19	3,265 95
<b>Total.....</b>	<b>14,471 96</b>	<b>32,357 67</b>	<b>46,829 63</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	39,009 00	79,200 21	118,209 21
Maintenance of equipment.....	12,190 09	22,592 59	34,782 68
Conducting transportation.....	32,821 00	77,563 39	110,384 39
General expenses.....	14,471 96	32,357 67	46,829 63
<b>Grand total.....</b>	<b>\$98,492 05</b>	<b>\$211,713 86</b>	<b>\$310,205 91</b>
Percentage of expenses to earnings—Entire line.....			.80



## RENTALS PAID.

*Rents paid for lease of other property.*

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Terminals.....	Norfolk, Va.....	Norfolk and Western railroad company.....	14,243 26	
		Total.....	\$14,243 26	\$14,243 26

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
Cost of road.....			2,540,831 10		
Cost of equipment.....					
Lands owned. (Included as above.)		178,822 60	178,822 60		
Cash and current assets.....					
Other assets:					
Materials and supplies.....		10,215 68	10,215 68		
Grand total.....			\$2,735,869 38		

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
LIABILITIES.					
Capital stock.....			2,000,000 00		
Bonded debt.....			625,000 00		
Current liabilities.....			25,328 03		
Profit and loss.....			25,837 25		
Income account.....			60,004 10		
Grand total.....			\$2,735,869 38		

## CONTRACTS, AGREEMENTS, ETC.

Southern express company—No contract. Service allowed on line at agreed rates per 100 pounds.  
 United States postoffice department—Pay per mile per annum.  
 Eastern Carolina dispatch—Freight line. Per cent. of revenue.  
 Norfolk and Western railroad company—Use of terminals. Paid weekly and monthly.  
 Western Union telegraph company—Usual terms.  
 Sundry agreements and leases with saw-mills, loggers, &c., for use of company's premises, sidings, &c. Hire of steamboat landings, &c.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.†	What income mortgaged.‡
	From—	To—	Miles.			
First mortgage.....	Berkley .....	Edenton .....	76.81	*\$10,000 00		
	M. Ferry, N. C. ....	Belhaven.....	29.80			

\* Per mile is authorized. † All rolling and floating. ‡ All earnings.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	5	1,560	11,199 96	7 18
General office clerks.....	14	4,368	9,000 00	2 06
Station agents.....	23	7,176	10,889 00	1 51
Other station men.....	18	5,616	6,056 00	1 08
Engineers.....	13	4,212	9,491 04	2 25
Firemen.....	22	4,092	3,654 00	90
Conductors.....	6	1,716	3,774 00	2 20
Other trainmen.....	39	9,314	9,943 68	1 06
Machinists.....	12	3,552	9,768 12	2 75
Carpenters.....	11	2,736	5,363 12	1 96
Other shopmen.....	73	13,704	19,025 48	1 53
Section foremen.....	20	6,240	11,890 00	1 90
Other trackmen.....	147	31,080	27,971 00	90
Switchmen, flagmen, and watchmen.....	9	2,316	3,623 24	1 55
Telegraph operators and dispatchers.....	4	1,248	2,340 00	1 88
Employees—account floating equipment.....	20	5,364	9,653 40	1 40
All other employees and laborers.....	137		15,428 40	*15
Total (including "general officers").....	593	104,394	169,061 44	1 47
Less "general officers".....	5	1,560	11,199 96	
Total (excluding "general officers").....	588	102,834	157,861 48	1 38
Distribution of above:				
General administration.....	19	5,928	20,199 96	3 40
Maintenance of way and structures.....	167	37,320	39,851 00	1 07
Maintenance of equipment.....	96	19,992	34,157 72	1 70
Conducting transportation.....	174	41,154	59,424 36	1 44
Laborers.....	137		15,428 40	*15
Total (including "general officers").....	593	104,394	169,061 44	1 47
Less "general officers".....	5	1,560	11,199 96	7 18
Total (excluding "general officers").....	588	102,834	\$157,861 48	\$1 38

\* Average daily compensation per hour.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	89,359	
Number of passengers carried one mile.....	2,304,386	
Average distance carried.....	26	
Total passenger revenue.....		74,570 59
Average amount received from each passenger.....		83.450
Average receipts per passenger per mile.....		3.236
Total passenger earnings.....		87,890 41
Passenger earnings per mile of road.....		846 56.530
Passenger earnings per train mile.....		1 17.219
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	202,446	
Number of tons carried one mile.....	12,142,585	
Average distance haul of one ton.....	46	
Total freight revenue.....		268,566 42
Average amount received for each ton of freight.....		1 02.332
Average receipts per ton per mile.....		2.211
Total freight earnings.....		294,606 43
Freight earnings per mile of road.....		2,838 24.340
Freight earnings per train mile.....		4 75.606
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		343,137 01
Passenger and freight revenue per mile of road.....		3,315 11.471
Passenger and freight earnings.....		382,556 84
Passenger and freight earnings per mile of road.....		3,684 80.870
Gross earnings from operation.....		384,435 34
Gross earnings from operation per mile of road.....		3,702 90.252
Expenses.....		310,205 91
Expenses per mile of road.....		2,987 92.053
<b>Train mileage:</b>		
Miles run by passenger trains.....	70,363	
Miles run by freight trains.....	48,105	
Miles run by mixed trains.....	18,468	
Total mileage trains earning revenue.....	136,936	
Mileage of loaded freight cars—north or east.....	824,298	
Mileage of loaded freight cars—south or west.....	403,184	
Mileage of empty freight cars—north or east.....	32,474	
Mileage of empty freight cars—south or west.....	442,678	
Average number of freight cars in train.....	53	
Average number of loaded cars in train.....	35	
Average number of empty cars in train.....	18	
Average number of tons of freight in train.....	349	
Average number of tons of freight in each loaded car.....	10	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain—bushels.....	330,046			
Other mill products—tons.....	3,694			
Hay—bales.....	3,710			
Cotton—bales.....	32,749			
Fruit and vegetables—packages.....	214,650			
Products of animals:				
Live stock.....	3,323			
Poultry, game, and fish—packages..	63,093			
Products of forest:				
Lumber—feet.....	66,721,260			
Logs—feet.....	5,881,765			
Shingles, laths, etc.....	15,548,970			
Miscellaneous:				
Other commodities not mentioned above—pack- ages.....	66,983			

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.		
			No.	Kind.	No.	Kind.	
Locomotives:							
Passenger.....		4	3	Westinghouse.			
Freight.....		5	2	"			
Switching.....		3	1	"			
Total locomotives.....		12	6				
Cars in passenger service:							
First-class passenger cars.....		6	3	Westinghouse.	6	Miller.	
Combination passenger cars.....		3	1	"	2	"	
Baggage, express, and postal cars.....		2	2	"	2	"	
Other cars in passenger service.....		1			1	"	
Total.....		12	6				
Cars in freight service:							
Box cars.....		94			14	Janney.	
Flat cars.....		67					
Other cars.....		24					
Total.....		185					
Cars in company's service:							
Gravel cars.....		30					
Caboose cars.....		5					
Total.....		35					
Cars leased.....		50					
Grand total cars.....		282					

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.			RAILS.	
	Main line.	Branches and Spurs.	Line operated under contract, etc.	Iron.	Steel.
Miles of single track.....	102.85	3.76	.....	2.79	108.82
Miles of yard track and sidings.....			17.15	17.15	
Total mileage operated (all tracks).....	102.85	3.76	123.76	19.94	108.82

B. *Mileage of line by States and Territories.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.	Sidings.		Iron.	Steel.
Virginia.....	22.05	1.92	6.60	.....	8.52	22.05
North Carolina.....	80.80	1.84	10.55	.....	11.42	81.77
Total mileage operated (single track).....	102.85	3.76	17.15	.....	19.94	108.82

## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		
KIND.	Number.	Average price at distributing point.
Cypress, juniper, and white oak.....	40,000	26.40 cts.
Total.....	40,000	26.40 cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		1,469.27		557	1,747.77	90,031	38.82
Freight.....		2,300.6		509	2,555.01	66,690	70.04
Switching.....		998.89		384	1,190.89	104,473	22.79
Construction.....		843.49		23	904.99	41,825	43.27
Total.....		5,612.25		1,473	6,398.66	302,019	42.37
Average cost at distributing point.....		\$2 63		\$2 63	\$2.63		

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMAN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1		2		1		4
Falling from trains and engines.....					1		1	
Other causes.....					1		1	
Total.....		1		2	2	1	2	4

## OTHERS.

KIND OF ACCIDENT.	PASSENGERS.				TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....				1					1	
Total.....				1					1	

## EXPLANATION OF ACCIDENTS.

Car repairer fell from roof of car, striking on his head.

Man was lying on the track in a state of intoxication, sleep, and was not discovered in time to prevent being struck by engine.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.					
FROM—	TO—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	ASCENDING GRADES.		DESCENDING GRADES.		Aggregate length of grades.
							Sum of ascents.	Feet.	Sum of descents.	Feet.	
Berkley, Va.....	Edenton, N. C.....	76.81	61	8.90	64.15	62.74	12	7.6	13	8.7	5.76
Mackey's Ferry, N. C.....	Belhaven, N. C.....	29.80	13	2.65	27.15	27.79	4	2.3	2	1.1	.72
Total .....		106.61	74	10.55	91.30	90.53	16	9.9	15	9.8	6.48

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Iron.....	3	244	.....	77	.....	90	.....		
Combination.....	1	32	.....	32	.....	32	.....		
Total.....	4	276							
Trestles.....	21	1,913	.....	16	.....	423			

Gauge of track—four feet eight and one-half inches; 106.61 miles.

## TELEGRAPH.

A. *Owned by company making this report.*

MILES OF LINE.	MILES OF WIRE.	OPERATED BY THIS COMPANY.	
		Miles of Line.	Miles of Wire.
39	39	39	39

B. *Owned by another company, but located on property of road making this report.*

MILES OF LINE.	MILES OF WIRE.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
74	74	Western Union telegraph co.	Western Union telegraph co.



## OATH.

STATE OF NEW YORK, }  
COUNTY OF NEW YORK. } ss.:

We, the undersigned, W. B. Dickerman, president, and M. W. Dominick, treasurer of the Norfolk and Southern railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. B. DICKERMAN, *President.*

M. W. DOMINICK, *Treasurer.*

Subscribed and sworn to before me this 26th day of September, 1892.

JOHN BENNETT,  
*Notary Public (127) New York County.*

## POTOMAC RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Potomac railroad company.

Date of organization—May 1, 1872.

Organized under the laws of the State of Virginia, under act of legislature passed February 21, 1867, and amended by act passed April 26, 1867.

Operated by the Richmond, Fredericksburg and Potomac railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Alfred Jones.....	Richmond, Va.....	Third Wednesday in November.
E. T. D. Myers.....	Richmond, Va.....	
John L. Marye.....	Fredericksburg, Va.....	
S. Wilmer.....	Baltimore, Md.....	

Total number of stockholders at date of last election—11.

Date of last meeting of stockholders for election of directors—November 17, 1880.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	Chs. Chauncey.....	Philadelphia, Pa.
President.....	Chs. Chauncey.....	Philadelphia, Pa.
Secretary and Treasurer.....	J. B. Winston.....	Philadelphia, Pa.
General Superintendent.....	E. T. D. Myers.....	Richmond, Va.

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		By what company operated.	Under what kind of contract operated.*	Miles of line.
	From—	To—			
Potomac railroad.....	Northern terminus of R., F. & P. R. R.....	Southern terminus Washington Southern R. R.	R., F. & P. R. R. Co.....		1.7
			Total mileage..		1.7

The terms of the contract under which this company's road is operated by the Richmond, Fredericksburg and Potomac railroad company are the payment by that company of the interest on the debt of this company, and the keeping of its property in good order. The contract is dated May 17, 1877, and runs twenty-eight years.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common .....	2,000	100	200,000	101,000		
Total.....	2,000		\$200,000	\$101,000		
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Issued for cash—Common .....			1,010	2,020		
Total.....			1,010	\$2,020		

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
See note.....			121,712 05	121,712 05	121,712 05	121,712 05	6 per cent....	May 17, 1892....	7,302 90
Grand total.....			\$121,712 05	\$121,712 05	\$121,712 05	\$121,712 05			\$7,302 90

Bond due to Richmond, Fredericksburg and Potomac railroad company, payable on the termination of contract with above road, or upon either party giving to the other six months notice after termination of contract, which expires May 17th, 1905.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	121,712 05	121,712 05	7,302 90	7,302 90
Total.....	\$121,712 05	\$121,712 05	\$7,302 90	\$7,302 90

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	101,000 00			1.7	59,411 76
Bonds.....	121,712 05			1.7	71,595 32
Total.....	\$222,712 05				\$131,007 08

Only \$2,020 of the capital stock has been called for and paid in.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.				
		Charged to income ac- counts per manent im- provements.	Charged to construction or equipm't.			
Construction : Road built by con- tract.....				123,732 05	123,732 05	
Total construction.....					\$123,732 05	\$71,595 32

This company owns no equipment.

## INCOME ACCOUNT.

This company's road has been ever since its completion leased to the Richmond, Fredericksburg and Potomac railroad company for no other compensation than the interest on the loans and advances made by that company to this company, and the obligation to keep this company's property in complete repair. It has therefore no income or expenses to report.

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
123,732 05	123,732 05	123,732 05	123,732 05		
98,980 00	98,980 00	98,980 00	98,980 00		
Grand total.....		Grand total.....		\$222,712 05	
ASSETS.					
Cost of road.....					
Other assets:					
Sundries—installments due on stock and unpaid.....					

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
101,000 00	101,000 00	101,000 00	101,000 00		
121,712 05	121,712 05	121,712 05	121,712 05		
Grand total.....		Grand total.....		\$222,712 05	
LIABILITIES.					
Capital stock.....					
Funded debt.....					

## CONTRACTS, AGREEMENTS, ETC.

Contract of lease to Richmond, Fredericksburg and Potomac railroad company for twenty-eight years from May 17, 1877, and thereafter until terminated by either party giving to the other six months notice, for no other consideration than the interest on loans and advances made to this company by that company, and the obligation of that company to keep the property of this company in complete repair.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What securities mortgaged.*
	From—	To—	Miles.		
First mortgage bonds....	Terminus .....	Terminus .....	1.7	\$72,766 50	

\* Roadway and franchises.

## MILEAGE.

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total mileage, excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs.	Line operated under lease.		Iron.	Steel.
Total mileage owned (single track).....	1.7					1.7

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.				ALIGNMENT.				PROFILE.				
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Number.	Sum of ascents.	Aggregate length of ascending grades.	Number.	Sum of descents.	Aggregate length of descending grades.
				Miles.	Miles.	Miles.		Feet.	Miles.		Feet.	Miles.
Terminus of Richmond, Fredericksburg and Potomac railroad.	Quantico.....	1.7	4	.70	1	.....	4	15	.30	1	30	.60
	Total .....	1.7	4	.70	1	.....	4	15	.30	1	30	.60

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Trestles.....	1	50	.....	50	.....	50	.....		

Gauge of track—four feet nine inches; 1.70.

## TELEGRAPH.

This mileage is included in report of Richmond, Fredericksburg and Potomac railroad company.



## OATH.

STATE OF VIRGINIA, }  
CITY OF RICHMOND, } ss.

We, the undersigned, E. T. D. Myers, general superintendent, and J. B. Winston, treasurer of the Potomac railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. T. D. MYERS, *General Superintendent.*

J. B. WINSTON, *Treasurer.*

Subscribed and sworn to before me this 13th day of September, 1892.

WM. M. BIGELOW,  
*Notary Public.*

## NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—New York, Philadelphia and Norfolk railroad company.

Date of organization—February 9, 1882.

Organized under the laws of the States of Maryland and Virginia. Virginia statute passed February 9, 1882; Maryland statute passed April 10, 1880.

History of consolidation as follows:

Peninsular railroad company of Virginia, incorporated by act of Virginia Legislature passed March 12, 1878, which act invested the Peninsular railroad company of Virginia with all the rights, privileges, &c., granted to the North and South railroad company, organized by act of Legislature January 24, 1853.

The Eastern Shore railroad company, organized by act of Legislature April 23, 1867. The New York and Norfolk railroad company, organized by act of Legislature March 15, 1872, and amendment thereto of March 13, 1874. Consolidated with the Peninsular railroad company of Maryland (originally incorporated as the Worcester and Somerset railroad company by act of Maryland Legislature March 12, 1867; name changed to Peninsular railroad company, and authority conferred to consolidate with Peninsular railroad company of Virginia April 10, 1880), and name changed to New York, Philadelphia and Norfolk railroad company by act of Virginia Legislature, February 9, 1882. Consolidated March 15, 1884, with the Eastern Shore railroad company of Maryland under authority given in same act.

The Eastern Shore railroad company of Maryland was incorporated by act of Legislature April 23, 1853. Reorganized March 25, 1880. Charter amended conferring power to consolidate May 3, 1882.

Consolidated with the E. S. railroad company of Maryland, March 15, 1884, by authority of Virginia Legislature, February 9, 1882.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt.....	Philadelphia, Pa.....	March 21, 1893.
Wm. A. Patton.....	Philadelphia, Pa.....	
J. G. Cassatt.....	Philadelphia, Pa.....	
W. H. Painter.....	Washington, D. C.....	
C. A. Griscom.....	Philadelphia, Pa.....	
R. H. Townsend, Jr.....	Philadelphia, Pa.....	
John Keller.....	Lancaster, Pa.....	

Total number of stockholders at date of last election—63.

Date of last meeting of stockholders for election of directors—March 15, 1892.

Postoffice address of general office—305 Walnut street, Philadelphia, Pa.

Postoffice address of operating office—Cape Charles, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	A. J. Cassatt.....	Philadelphia, Pa.*
Vice-President.....	Wm. A. Patton.....	Philadelphia, Pa.
Secretary.....	Wm. Cariss, Jr.....	Philadelphia, Pa.
Treasurer.....	J. G. Cassatt.....	Philadelphia, Pa.
Attorney.....	J. W. Crisfield.....	Princess Anne, Md.
Auditor.....	Wm. Cariss, Jr.....	Philadelphia, Pa.
Superintendent.....	H. W. Dunne.....	Cape Charles, Va.
General Freight and Passenger Agent.....	R. B. Cooke.....	Norfolk, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
New York, Philadelphia and Norfolk railroad company .....	Delmar, Del.....	Cape Charles, Va.....		95
	King's Creek, Md.....	Crisfield, Md.....		17
Total rail line.....				112
The water route distance is.....				36
Total mileage operated.....				148

NOTE.—In addition to the 112 miles rail line, comprising the New York, Philadelphia and Norfolk railroad, the company operates a steamboat, tug and barge line between Cape Charles and Old Point Comfort, Norfolk, and Portsmouth, Va., and the revenue account, as well as the other accounts embodied in this report, covers the operations of both the rail and water routes.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends Declared During Year.
Capital stock—Common.....	25,000	\$100	\$2,500,000	\$1,714,375	
Manner of payment for capital stock.					
	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued.	Total cash realized.	Remarks.
Issued for construction—Common.....			17,143 3/4		

Note.—The whole issue of capital stock as noted above was issued for construction.

## FUNDED DEBT.

## Mortgage bonds, miscellaneous obligations, and income bonds.

CLASS OF BOND OR OBLIGATION.	Time.	Date of issue.	When due.	Amount authorized issued.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.	
								Rate.	Amount accrued during year.
First mortgage bonds.....	Jan. 1, 1883.	Jan. 1, 1923.		\$16,500 00	1,848,000 00	1,848,000 00	197,000 00	6 per cent.	110,880 00
Income m'tg bonds.....	Jan. 1, 1883.	Oct. 1, 1931.		41,000 00	1,000,000 00	1,000,000 00		16 per cent.	30 00
Bottomry m'tg bonds.....	Apr 1, 1885.	Jan. 1, 1895.		225,000 00	225,000 00	225,000 00	225,000 00	6 per cent.	13,500 00
Grand total.....				\$3,073,000 00	\$3,073,000 00	\$3,073,000 00	\$422,000 00		\$24,380 00

\* Per mile of finished road. † And further limit of \$10,000 per mile of finished road. ‡ Non-accumulative.

## EQUIPMENT TRUST OBLIGATIONS.

## A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.	Remarks.
Pennsylvania car trust, series "I".....	.....	.....	Five .....	.....	.....
Pennsylvania equipment trust, series "I".....	August 1, 1889.	Ten years .....	Ten .....	• 152 box cars, No. 4, 101 to 252, inclusive, May 13, 1885.....	.....
N. Y., P. & N. car trust, series "A".....	March 1, 1890.	Ten years .....	Ten .....	† 140 box cars, Nos. 253 to 392, inclusive, March 26, 1889.....	.....
				‡ 300 box cars, Nos. 393 to 692, inclusive, July 17, 1890.....	.....

\* The item of 152 cars is a part of a lot owned by the Pennsylvania car trust, series "I." Provident life and trust company, trustee, which cars were leased to the Pennsylvania railroad company, and that company sub-leased 152 of said cars to this company. An account of this trust will be found in the report of the Pennsylvania railroad company.

† The item of 140 cars is a part of a lot owned by the Pennsylvania equipment trust, series "I." Philadelphia trust, safe deposit and insurance company, trustee, which cars were leased to the Pennsylvania railroad company, and that company sub-leased 140 of said cars to this company. An account of this trust will also be found in the report of the Pennsylvania railroad company.

‡ The 300 cars are leased from the N. Y., P. & N. car trust, which trust built the cars and issued their own trust certificates covering the cost of same. Guarantee trust and safe deposit company, trustee. The N. Y., P. & N. R. Co. did not issue any obligations in connection with any of the above-named car trusts.

## EQUIPMENT TRUST OBLIGATIONS—CONTINUED.

## B. Statement of Amount.

SERIES OR OTHER DESIGNATION.	(Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.		
		Original amount.	Amount outstanding.	Original amount.	Amount accrued during year.	Amount paid during year.
Pennsylvania car trust, series "I".....	.....	100,000 00	12,500 01	.....	733 32	420 82
Pennsylvania equipment trust, series "I".....	.....	100,000 00	80,000 00	.....	3,336 30	3,336 30
N. Y., P. & N. car trust, series "A".....	.....	200,000 00	160,000 00	.....	9,000 00	9,000 00
Total .....	3,772 00	400,000 00	252,500 01	.....	13,069 62	12,757 12
"Miscellaneous obligations".....	.....	225,000 00	225,000 00	.....	13,000 00	15,900 00
Total "miscellaneous obligations".....	\$3,772 00	\$625,000 00	477,500 01	.....	\$26,069 62	\$28,657 12

Pennsylvania car trust, series "I".....

Pennsylvania equipment trust, series "I".....

N. Y., P. & N. car trust, series "A".....

Total .....

"Miscellaneous obligations".....

Total "miscellaneous obligations".....

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount ac- rued dur- ing year.	Amount paid during year.
Mortgage bonds.....	2,848,000 00	2,848,000 00	110,880 00	30 00
Miscellaneous obligations.....	225,000 00	225,000 00	13,500 00	15,900 00
Total.....	\$3,073,000 00	\$3,073,000 00	\$124,380 00	\$15,870 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE  
FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	53,707 25
Bills receivable.....	15,465 44
Due from agents.....	15,446 61
Net traffic balances due from other companies.....	63,399 18
Due from solvent companies and individuals.....	16,285 41
Balance—Current liabilities.....	850,111 43

Total..... \$1,014,415 32

CURRENT LIABILITIES ACCRUED TO AND  
INCLUDING JUNE 30, 1892.

Loans and bills payable.....	108,900 71
Audited vouchers and accounts...	71,821 18
Wages and salaries.....	26,886 12
Matured interest coupons unpaid (including coupons due July 1).....	776,100 00
Miscellaneous .....	30,707 31

Total..... \$1,014,415 32

Materials and supplies on hand, \$36,245 24.

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	1,714,375 00	1,714,375 00		112	15,306 92
Bonds.....	3,073,000 00	2,848,000 00	225,000 00	112	25,428 87
Total .....	\$4,787,375 00	\$4,562,375 00	\$225,000 00	112	\$40,735 49

B. For mileage operated by road making this report (trackage rights excluded), the  
operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current Liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
New York, Phila. & Norfolk R. R. Co....	1,714,375 00	3,073,000 00	1,014,415 32	5,801,790 32	148	39,201 29
Grand total.....	\$1,714,375 00	\$3,073,000 00	\$1,014,415 32	\$5,801,790 32	148	\$39,201 29

## EXPLANATORY REMARKS.

First mortgage bonds—Issued for construction.....	1,651,000 00
Issued for cash.....	197,000 00
	1,848,000 00
Income mortgage bonds—Issued for construction.....	\$1,000,000 00

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.				Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.		Charged to construction or equipm't.			
		Charged to income ac- count as per- manent im- provements.					
Construction:							
Other superstructure.....					720 00	720 00	
Buildings, furniture, and fixtures.....					4,501 80	4,501 80	
Shop machinery and tools.....					458 57	458 57	
Wharfing, etc.....					23,031 88	23,031 88	
Sidings and yard ex- tensions.....					11,101 84	11,101 84	
Terminal facilities and elevators.....					209 66	209 66	
Other items.....					4,499,316 48	4,499,316 48	
Total construction.....					4,539,340 23	4,539,340 23	
Equipment:							
Locomotives.....	9,224 00				79,017 41	79,017 41	
Passenger cars.....					26,374 49	26,374 49	
Freight cars.....	24,693 45	25,261 11			94,247 65	94,247 65	
Other cars of all classes.....					2,476 70	2,476 70	
Floating equipment.....					442,654 96	442,654 96	
Total equipment.....	33,917 45	25,261 11			644,771 21	644,771 21	
Grand total cost con- struction, equip- ment, etc.....	\$33,917 45	\$25,261 11			\$5,184,111 44	\$5,184,111 44	

NOTE.—Figures given above cover entire line.

## INCOME ACCOUNT.

Gross earnings from operation.....	784,614 25	
Less operating expenses.....	604,724 02	
Income from operation.....		179,890 23
Total income.....		179,890 23
Deductions from income:		
Interest on funded debt accrued.....	124,380 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	42,040 68	
Taxes.....	12,597 35	
Permanent improvements.....	25,261 11	
Total deductions from income.....		204,279 14
Deficit.....		24,988 91
Deficit from operations of year ending June 30, 1892.....		24,988 91
Deficit on June 30, 1891.....		363,293 24
Deficit on June 30, 1892.....		\$388,282 15

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Total passenger revenue.....			197,381 57
Mail.....			27,562 93
Express.....			17,854 33
Other items.....			16,099 54
Total passenger earnings.....			258,898 37
Total freight revenue.....			501,948 92
Other items.....			21,895 31
Total freight earnings.....			523,844 23
Total passenger and freight earnings.....			782,742 60
Other earnings from operation:			
Rents not otherwise provided for.....			1,871 63
Total other earnings.....			1,871 63
Total gross earnings from operation.....			\$784,614 25

NOTE.—Figures given above cover entire line.



## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	21,059 01	42,153 48	63,212 49
Renewals of rails.....	264 52	529 04	793 56
Renewals of ties.....	8,865 91	17,832 49	26,698 40
Repairs of bridges and culverts.....	607 50	1,195 22	1,802 72
Repairs of fences, road-crossings, signs, and cattle guards.....	215 86	431 72	647 58
Repairs of buildings.....	1,742 18	3,828 30	5,570 48
Repairs of docks and wharves.....	2,174 55	5,130 50	7,305 05
Repairs of telegraph.....	1,028 30	2,053 47	3,081 77
Total.....	35,957 83	73,154 22	109,112 05
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	9,914 11	21,898 38	31,812 49
Repairs and renewals of passenger cars.....	6,161 44		6,161 44
Repairs and renewals of freight cars.....		16,758 52	16,758 52
Repairs and renewals of ferry-boats, tugs, floats, and barges.....	14,991 74	27,011 31	42,003 05
Shop machinery, tools, etc.....	1,224 04	2,448 24	3,672 28
Other expenses.....	92 03	184 24	276 27
Total.....	32,383 36	68,300 69	100,684 05
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	7,407 65	14,921 84	22,329 49
Fuel for locomotives.....	15,063 73	30,092 83	45,156 56
All other supplies for locomotives.....	1,079 04	1,778 23	2,857 27
Wages of other trainmen.....	6,748 92	26,228 84	32,977 76
All other train supplies.....	1,675 26	3,091 45	4,766 71
Wages of switchmen, flagmen, and watchmen.....	2,916 59	7,936 38	10,852 97
Expense of telegraph, including train dispatchers and operators.....	4,039 81	9,985 89	14,925 70
Wages of station agents, clerks, and laborers.....	12,673 16	73,625 93	86,299 09
Car mileage—balance.....	2,954 94	6,606 82	9,561 76
Loss and damage.....	958 60	4,145 75	5,104 35
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....	46,272 10	48,591 89	94,863 99
Other expenses.....	4,567 52	9,039 96	13,607 48
Total.....	107,257 32	222,832 17	330,089 49
<b>General expenses:</b>			
Salaries of officers.....	2,849 93	5,700 07	8,550 00
Salaries of clerks.....	4,730 08	9,461 32	14,192 00
General office expenses and supplies.....	865 03	1,731 29	2,596 32
Advertising.....	790 16	66 55	856 71
Insurance.....	5,517 21	7,016 10	12,533 31
Rents for tracks, yards, and terminals.....	5,016 48	10,033 32	15,049 80
Legal expenses.....	375 51	750 91	1,126 42
Stationery and printing.....	2,983 75	6,949 52	9,933 27
Total.....	23,129 35	41,709 08	64,838 43
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	35,957 83	73,154 22	109,112 05
Maintenance of equipment.....	32,383 36	68,300 69	100,684 05
Conducting transportation.....	107,257 32	222,832 17	330,089 49
General expenses.....	23,129 35	41,709 08	64,838 43
Grand total.....	\$198,727 86	\$405,996 16	\$604,724 02
Percentage of expenses to earnings—Entire line.....			77.07

## RENTALS PAID.

*Rents paid for lease of other property.*

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks:				
Rent of siding.....	Delmar, Del.....	P. W. & B. R. R. Co.....	139 80	139 80
Total.....				
Terminals:				
Wharf property.....	Norfolk, Va.....	A. A. McCullough and C. W. Grandy, Jr....	15,000 00	
Less amount received from sub-tenant.....			90 00	
Total.....				14,910 00
		Grand total rents.....		\$15,049 80

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
4,539,340 23		4,539,340 23			
644,771 21		644,771 21			
28,847 60		28,847 60			
163,987 46		164,303 89		316 43	
18,904 38		36,245 24		17,340 86	
363,293 24		388,292 15		24,998 91	
\$6,769,144 12		\$6,801,790 32		\$42,046 20	
		Grand total.....			

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
1,714,375 00	.....	1,714,375 00	.....		
3,073,000 00	.....	3,073,000 00	.....		
971,789 12	.....	1,014,415 32	.....	42,646 20	
\$5,759,144 12	.....	\$5,801,790 32	.....	\$42,646 20	
	Grand total.....		Grand total.....		

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## CONTRACTS, AGREEMENTS, ETC.

Express businesses conducted by the Adams express company. No contract.

Mails—Covered by mail routes as follows: Route No. 10,015, King's Creek, Md., to Cape Charles, Va.; No. 14,064, Cape Charles, Va., to Norfolk and Portsmouth, Va.

Sleeping cars run by Pullman's palace car company. No live contract.

Freight or transportation lines—East Carolina Despatch—Composed of Pennsylvania railroad company, N. Y., P. & N. R. R. company, Norfolk and Southern railroad company, Wilmington steamship company and Atlantic and North Carolina railroad company. Atlantic Coast despatch and Seaboard despatch—These lines operate over the N. Y., P. & N. R. R., but N. Y., P. & N. R. R. is not a party to the contract.

Other railroad companies—Pennsylvania railroad company.

Telegraph line—King's Creek, Md., to Cape Charles, Va., operated by E. H. Johnson; Cape Charles, Va., to Cape Charles light, by N. Y., P. & N. R. R. Co.; Cape Charles light to Norfolk, Va., by United States government. No live contract.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds.....	Delmar, Del.....	C. Charles, Va.....	95	\$16,500 00	All railroad and equipment.
First mortgage bonds.....	King's C'k, Md.....	Crisfield, Md.....	17		
Income mortgage bonds.....	King's C'k, Md.....	Crisfield, Md.....		8,928 57	
Bottomry mortgage bonds.....					Steamer New York. Steamer Old Point Comfort. Tug Norfolk. Tug Portsmouth. Car float No. 1.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	6	2,196	11,650 00	5 31
General office clerks.....	34	12,444	22,043 12	1 77
Station agents.....	38	13,908	19,773 16	1 42
Other station men.....	121	44,246	63,022 31	1 42
Enginemen.....	12	4,392	14,474 53	3 30
Firemen.....	12	4,392	7,854 96	1 79
Conductors.....	10	3,690	11,483 20	3 14
Other trainmen.....	33	12,078	21,497 04	1 78
Machinists.....	5	1,830	4,734 64	2 59
Carpenters.....	17	6,222	12,022 28	1 93
Other shopmen.....	46	16,470	24,719 47	1 50
Section foremen.....	22	8,052	12,162 66	1 51
Other trackmen.....	138	50,508	50,489 95	1 00
Switchmen, flagmen, and watchmen.....	3	1,098	1,332 69	1 21
Telegraph operators and dispatchers.....	17	6,222	10,493 69	1 69
Employees—account floating equipment.....	85	31,110	35,836 19	1 15
All other employees and laborers.....	15	5,490	6,934 61	1 26
Total (including "general officers").....	613	224,358	330,514 50	1 47
Less "general officers".....	6	2,196	11,650 00	5 31
Total (excluding "general officers").....	607	222,162	318,864 50	1 44
Distribution of above:				
General administration.....	40	14,640	33,693 12	2 30
Maintenance of way and structures.....	160	58,560	62,642 61	1 07
Maintenance of equipment.....	67	24,522	41,476 39	1 69
Conducting transportation.....	346	126,636	192,702 38	1 52
Total (including "general officers").....	613	224,358	330,514 50	1 47
Less "general officers".....	6	2,196	11,650 00	5 31
Total (excluding "general officers").....	607	222,162	\$318,864 50	\$1 44

NOTE.—Figures given above cover entire line.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	198,619	
Number of passengers carried one mile.....	7,773,306	
Average distance carried.....	39.137	
Total passenger revenue.....		197,381 57
Average amount received from each passenger.....		99.377
Average receipts per passenger per mile.....		2.539
Estimated cost of carrying each passenger one mile.....		2.556
Total passenger earnings.....		258,898 37
Passenger earnings per mile of road.....		2,311 59.250
Passenger earnings per train mile.....		1 40.066
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	456,903	
Number of tons carried one mile.....	45,892,788	
Average distance haul of one ton.....	100.443	
Total freight revenue.....		501,948 92
Average amount received for each ton of freight.....		1 00.859
Average receipts per ton per mile.....		1.037
Estimated cost of carrying one ton one mile.....		.885
Total freight earnings.....		523,844 23
Freight earnings per mile of road.....		4,677 18.0625
Freight earnings per train mile.....		2 30.017
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		690,330 49
Passenger and freight revenue per mile of road.....		6,244 02.223
Passenger and freight earnings.....		782,742 60
Passenger and freight earnings per mile of road.....		6,988 77.321
Gross earnings from operation.....		784,614 25
Gross earnings from operation per mile of road.....		7,005 48.438
Expenses.....		604,724 02
Expenses per mile of road.....		5,390 32.161
<b>Train mileage:</b>		
Miles run by passenger trains.....	184,840	
Miles run by freight trains.....	227,742	
Total mileage trains earning revenue.....	412,582	
Miles run by switching trains.....	34,000	
Miles run by construction and other trains.....	17,412	
Grand total train mileage.....	463,994	
Mileage of loaded freight cars—north.....	2,513,000	
Mileage of loaded freight cars—south.....	1,942,700	
Mileage of empty freight cars—north.....	380,637	
Mileage of empty freight cars—south.....	992,753	
Average number of freight cars in train.....	21.678	
Average number of loaded cars in train.....	17.830	
Average number of empty cars in train.....	5.848	
Average number of tons of freight in train.....	190.297	
Average number of tons of freight in each loaded car.....	10.673	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	2,464	2,516	4,980	1.09
Flour.....	666	11,391	12,057	2.64
Other mill products.....	895	3,868	4,763	1.04
Hay.....	236	4,431	4,667	1.02
Tobacco.....	22	4,763	4,785	1.05
Cotton.....	1,710	397	2,077	.45
Fruit and vegetables.....	81,494	12,417	93,911	20.55
Products of animals:				
Live stock.....	916	854	1,770	.39
Dressed meats.....	18	323	341	.07
Other packing-house products.....	12	2,676	2,688	.59
Poultry, game, and fish.....	16,806	5,038	21,844	4.78
Wool.....	7	36	43	
Hides and leather.....	233	249	482	.11
Products of mines:				
Anthracite coal.....	190		190	.04
Bituminous coal.....	2,003		2,003	.44
Ores.....		198	198	.04
Stone, sand, and other like articles.....		1,801	1,801	.40
Products of forest:				
Lumber.....	53,584	128,830	182,414	39.92
Manufactures:				
Petroleum and other oils.....	437	10,084	10,521	2.30
Sugar.....	27	10,703	10,730	2.35
Iron, pig, and bloom.....	82	4,007	4,179	.91
Iron and steel rails.....	89	6,066	6,155	1.35
Other castings and machinery.....	42	9,517	9,559	2.09
Bar and sheet metal.....		3,034	3,034	.67
Cement, brick, and lime.....	1,662	3,184	4,846	1.06
Agricultural implements.....	32	861	893	.20
Wagons, carriages, tools, &c.....	108	1,209	1,317	.29
Wines, liquors, and beers.....	83	3,740	3,823	.84
Household goods and furniture.....	377	1,125	1,502	.33
Merchandise.....	4,352	26,346	30,698	6.72
Miscellaneous:				
Other commodities not mentioned above.....	7,041	21,591	28,632	6.27
Total tonnage—Entire line.....	175,588	281,315	456,903	100.00

NOTE.—Figures given above cover entire line.

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		9	9	Westinghouse	9	Janney.
Freight.....		5	5	"	5	"
Switching.....		2	2	"	2	"
Total locomotives.....		16	16		16	
Cars in passenger service:						
First-class passenger cars.....		5	5	Westinghouse.	5	Janney.
Second-class passenger cars.....		3	3	"	3	"
Combination passenger cars.....		1	1	"	1	"
Baggage, express, and postal cars.....		2	2	"	2	"
Total.....		11	11		11	
Cars in freight service:						
Box cars.....		592	592	Westinghouse.	592	Janney.
Flat cars.....		2				
Total.....		594	592		592	
Cars in company's service:						
Caboose cars.....		9				
Other road cars.....		1				
Total.....		10				
Cars contributed to fast freight line service.....		592	592	Westinghouse.	592	Janney.
Total cars owned.....		23	11	Westinghouse.	11	Janney.
Cars leased.....		592	592	Westinghouse.	592	Janney.
Grand total cars.....		615	603	Westinghouse.	603	Janney.

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	95.00	17.00		112.00		112.00
Miles of yard track and sidings.....	12.70	1.96	1.25	15.91	9.95	6.96
Total mileage operated (all tracks).....	107.70	18.96	1.25	127.91	9.95	117.96

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.	Line operated under lease.		Iron.	Steel.
Maryland.....	36.00	17.00	.....	53.00	.....	53.00
Virginia.....	59.00	.....	.....	59.00	.....	59.00
Total mileage operated (single track).....	95.00	17.00	.....	112.00	.....	112.00

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.	Line operated under lease.		Iron.	Steel.
Maryland.....	36.00	17.00	.....	53.00	.....	53.00
Virginia.....	59.00	.....	.....	59.00	.....	59.00
Total mileage owned (single track).....	95.00	17.00	.....	112.00	.....	112.00

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				Average price per ton at distributing point.
KIND.	Tons.	Weight per yard.		
Steel.....	28.77	60 lbs.		28 00
Total steel.....	28.77	60 lbs.		\$28 00

NEW TIES LAID DURING YEAR.			Average price at distributing point.
KIND.	Number.		
White oak.....	62,043		50.50
Total.....	62,043		50.50



## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		6,303.32			6,303.32	184,840	68.20
Freight.....		9,454.98			9,454.98	227,742	83.03
Switching.....		1,135.27			1,135.27	34,000	66.78
Total.....		16,893.57			16,893.57	446,582	75.66
Average cost at distributing point.....		\$3 00					

NOTE.—Figures given above cover entire line.

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		4						4
At stations.....						2		2
Other causes.....						2		2
Total.....		4				4		8

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other train accidents.....		1						
Other causes.....			1				1	
Total.....		1	1				1	

## EXPLANATION OF ACCIDENTS.

July 18, 1891—Cobb Eichelberger (colored), passenger on excursion train from Cape Charles, Va., to Ocean City, Md., while standing on platform of baggage car at Keller, Va., was thrown under the train by the parting of the cars and injured so badly that he died the same day.

September 29, 1891—John Boaz, employee in machine shop, while working between cars at Cape Charles, Va., was caught between them and had his collar bone broken.

March 22, 1892—Samuel Barnes (trespassing), while attempting to take a stick of wood from the track just north of Barksley, Va., was struck by train No. 16 and killed.

June 8, 1892—J. B. Wright (employee), chief engineer of steamer Old Point Comfort, fell over a broken plate in engine room with a hatchet in his hand and severed all four fingers on left hand below the second joint. Occurred at Cape Charles, Va.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.							
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Miles.	Ascending Grades.			Descending Grades.			
							Number.	Sum of as- cents.	Miles.	Aggregate length of ascending grades.	Number.	Sum of de- scents.	Miles.
Cape Charles, Va.....	Delmar, Del.....	95	15	3.47	91.53	34.58	77	163.5	77	28.65	80	184.2	31.77
Crisfield, Md.....	King's Creek, Md.....	17	4	1.28	16.72	6.16	13	31.6	13	5.19	14	31.9	5.65
	Total.....	112	19	4.75	107.25	40.74	90	195.1	90	33.84	94	217.1	37.42

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Wooden.....	1	115	3	115	3	115	3		
Total.....	1	115	3						
Trestles.....	43	3,532	9	25		489			

Gauge of track—four feet eight and one-half inches; 112 miles.

## TELEGRAPH.

## A. Owned by company making this report.

MILES OF LINE.	MILES OF WIRE.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
		Miles of line.	Miles of Wire.	Miles of line.	Miles of wire.	Name of operating company.
13	13 21.50	13	13		21.50	N. Y., P. & N. R. R. Co. Western Union Tel. Co.

## B. Owned by another company, but located on property of road making this report.

MILES OF LINE.	MILES OF WIRE.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
73.50 38.50	147 97.50	E. H. Johnson..... Western Union Tel. Co. ....	Western Union Tel. Co. Western Union Tel. Co.

NOTE.—Figures given above cover entire line.

## CAR MILEAGE.

American Cotton Oil company. American Transportation company. Blue line. California Fruit Transportation company. Canada Southern line. Canadian Pacific despatch. Chicago Refrigerator Car company. Clearfield Consolidated Coal company. Empire line. Erie despatch. G. H. Hull Freight Car line. Great Eastern line. Green line. Inter-State Ventilator Refrigerator Car line. Iron Car Express Coal line. Merchants Despatch Transportation company. Midland line. National Car company. National Despatch line. Nickel Plate line. Pennsylvania Gas Coal company. Red line. Rend. W. P. & Co. Southern Despatch Lumber line. Southern Iron Car line. Tiffany Refrigerator Car company. Union line. Union Tank line. Westmoreland Coal company. West Michigan Equipment Company and Lumber line. White line.

## OATH.

STATE OF PENNSYLVANIA, }  
CITY OF PHILADELPHIA, } ss:

We, the undersigned, Wm. A. Patton, vice-president, and Wm. Cariss, Jr., secretary and auditor of the New York, Philadelphia and Norfolk railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WM. A. PATTON, *Vice-President.*

WM. CARISS, JR., *Secretary and Auditor.*

Subscribed and sworn to before me this 24th day of October, 1892.

JAMES McCARTNEY,  
*Notary Public.*

## WASHINGTON SOUTHERN RAILWAY COMPANY.

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### HISTORY.

Name of common carrier making this report—Washington Southern railway company.

Date of organization—March 26, 1890.

Organized under the laws of the State of Virginia, act of General Assembly, January 20, 1890.

Consolidated with the Alexandria and Fredericksburg railway company and the Alexandria and Washington railway company as follows:

Alexandria and Fredericksburg railway company, acts of General Assembly of Virginia, February 3, 1864; June 4, 1870; March 4, 1871.

Alexandria and Washington railway company, act of General Assembly of Virginia, 1853 and 1854, page 41.

Date and authority for each consolidation—March 26, 1890, pursuant to act of General Assembly, January 20, 1890.

Operated by the Philadelphia, Wilmington and Baltimore railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Cassels.....	Washington, D. C.....	April 4, 1893.
John P. Green.....	Philadelphia, Pa.....	
Andrew Jamieson.....	Alexandria, Va.....	
James P. Kerr.....	Baltimore, Md.....	
John S. Leib.....	Baltimore, Md.....	
G. C. Wilkins.....	Baltimore, Md.....	

Total number of stockholders at date of last election—14.

Date of last meeting of stockholders for election of directors—April 5, 1892.

Postoffice address of general office—Alexandria, Va.

Postoffice address of operating office—Philadelphia, Pa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	J. N. Du Barry.....	Philadelphia, Pa.
Vice-President.....	Frank Thomson.....	Philadelphia, Pa.
Secretary.....	Albert Hewson.....	Philadelphia, Pa.
Treasurer.....	John S. Leib.....	Baltimore, Md.
General Solicitor.....	John Scott.....	Philadelphia, Pa.
Assistant General Solicitor.....	James A. Logan.....	Philadelphia, Pa.
Solicitor.....	Frances L. Smith.....	Alexandria, Va.

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Washington Southern railway.....	South end Long Bridge, Va.....	Quantico, Va.....	Philadelphia, Wilmington and Baltimore railroad company.....	Operating contract.....	32.27
Spurs.....	St. Asaph Junc't'n.	Duke st., Alexandria.....	Philadelphia, Wilmington and Baltimore railroad company.....		
	St. Asaph Junc't'n.	Princess st., Alexandria.....	Philadelphia, Wilmington and Baltimore railroad company.....		1.33
					1.07
			Total mileage.....		34.67

The operating company, as agent, to keep full and accurate accounts of the receipts and expenditures, and furnish a statement thereof at the end of each month, and after deducting all proper expenses of operation and maintenance, and the customary charges for motive power and rolling stock used upon the road, pay over any balance remaining. Operating contract took effect from November 1, 1891, and is terminable at the option of either company upon giving thirty days' notice in writing.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.		Remarks.
					Rate.	Amount.	
Capital stock—Common.....	20,000	50	1,000,000	1,000,000			
Total.....	20,000	\$50	\$1,000,000	\$1,000,000			
Manner of payment for capital stock.							
Issued for stock and floating debt of the Alexandria and Fredericksburg railway and Alexandria and Washington railway companies under agreement of consolidation—Common.....	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued.	Total cash realized.			Issued at par.
Total.....			20,000	1,000,000			
			20,000	\$1,000,000			

## FUNDED DEBT.

## Mortgage bonds, miscellaneous obligations, and income bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.*	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
First mortgage.....	May 1, 1890.	May 1, 1940.	2,500,000 00	1,000,000 00	1,000,000 00		5 per cent.	May & Nov....	50,000 00
Grand total.....			\$2,500,000 00	\$1,000,000 00	\$1,000,000 00				\$50,000 00
									\$75,000 00

\* Not obtainable.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	1,000,000 00	1,000,000 00	50,000 00	75,000 00
Total.....	\$1,000,000 00	\$1,000,000 00	\$50,000 00	\$75,000 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	183 07	Audited vouchers and accounts.....	44 52
Due from solvent companies and individuals.....	19,348 08	Matured interest coupons unpaid (including coupons due July 1).....	25,000 00
Balance—Current liabilities.....	13,846 70	Miscellaneous.....	8,333 33
Total.....	\$33,377 85	Total.....	\$33,377 85

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	1,000,000 00			34.67	28,843 38
Bonds.....	1,000,000 00			34.67	28,843 38
Total.....	\$2,000,000 00			34.67	\$57,686 76

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost	Total cost	Cost
	Included in operating expenses.	NOT INCLUDED IN OPERATING EXPENSES.		to	to	per mile.
		Charged to income account as permanent improvements.	Charged to construction or equipment.	June 30, 1891.	June 30, 1892.	
Grand total cost construction, equipment, etc.....				\$2,007,182 37	\$2,007,182 37	\$57,893 92



## INCOME ACCOUNT.

Gross earnings from operation.....	102,064 74	
Less operating expenses.....	82,487 71	
Income from operation.....		19,577 03
Income from lease of road—eight months ending June 30, 1892.....	29,261 52	
Income from operation—four months ending October 31, 1892.....	19,577 03	
Miscellaneous income—less expenses.....	5,452 32	48,838 55
Income from other sources.....		5,452 32
Total income.....		54,290 87
Deductions from income:		
Interest on funded debt accrued.....	50,000 00	
Other deductions.....	5,350 16	
Total deductions from income.....		55,350 16
Deficit.....		1,059 29
Deficit from operations of year ending June 30, 1892.....		1,059 29
Deficit on June 30, 1891.....		5,605 04
Deficit on June 30, 1892.....		\$6,664 33

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Total passenger revenue.....			47,322 25
Mail.....			8,593 23
Express.....			3,783 82
Extra baggage and storage.....			738 16
Total passenger earnings.....			60,437 46
Total freight revenue.....			39,757 79
Total freight earnings.....			39,757 79
Total passenger and freight earnings.....			100,195 25
Other earnings from operation:			
Rents not otherwise provided for.....	126 83		
Other sources.....	1,742 06		
Total other earnings.....			1,869 49
Total gross earnings from operation.....			\$102,064 74

## MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Rents.....			5,452 32
Total.....			\$5,452 32

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures :</b>			
Repairs of roadway.....	8,664 96	5,776 64	14,441 60
Renewals of rails.....	1,320 61	880 41	2,201 02
Renewals of ties.....	2,319 17	1,546 11	3,865 28
Repairs of bridges and culverts.....	1,366 60	911 07	2,277 67
Repairs of buildings.....	869 82	214 80	1,084 42
Repairs of telegraph.....	21 00	14 00	35 00
Other expenses.....	2,261 90	1,507 94	3,769 84
<b>Total.....</b>	<b>16,824 06</b>	<b>10,850 77</b>	<b>27,674 83</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	2,296 78	1,890 38	4,187 16
Repairs and renewals of passenger cars.....	275 41		275 41
Repairs and renewals of freight cars.....		3,745 34	3,745 34
Shop machinery, tools, etc.....	24 13	16 09	40 22
Other expenses.....	103 31	68 87	172 18
<b>Total.....</b>	<b>2,699 63</b>	<b>5,720 68</b>	<b>8,420 31</b>
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and roundhousemen.....	2,706 11	2,315 69	5,021 80
Fuel for locomotives.....	3,883 51	4,314 86	8,198 37
Water-supply for locomotives.....	385 72	257 15	642 87
All other supplies for locomotives.....	326 34	256 60	582 94
Wages of other trainmen.....	3,470 01	4,082 83	7,552 84
All other train supplies.....	71 89	49 79	121 68
Wages of switchmen, flagmen, and watchmen.....	768 70	472 91	1,241 61
Expense of telegraph, including train dispatchers and operators.....	1,372 58	1,283 54	2,656 12
Wages of station agents, clerks, and laborers.....	2,959 06	3,270 09	6,229 15
Station supplies.....	310 32	215 66	525 98
Car mileage—balance.....	4,959 88	3,083 16	8,043 04
Loss and damage.....	48 25	348 13	396 38
Other expenses.....	822 69	652 14	1,474 83
<b>Total.....</b>	<b>22,085 06</b>	<b>20,802 45</b>	<b>42,687 51</b>
<b>General expenses:</b>			
Salaries of officers.....	196 57	131 04	327 61
Salaries of clerks.....	446 64	297 76	744 40
General office expenses and supplies.....	18 66	12 44	31 10
Agencies, including salaries and rent.....	1,133 42		1,133 42
Advertising.....	192 99	4 05	197 04
Legal expenses.....	433 45	192 18	625 63
Stationery and printing.....	450 86	192 00	642 86
Other general expenses.....	1 80	1 20	3 00
<b>Total.....</b>	<b>2,874 39</b>	<b>830 67</b>	<b>3,705 06</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	16,824 06	10,850 77	27,674 83
Maintenance of equipment.....	2,699 63	5,720 68	8,420 31
Conducting transportation.....	22,085 06	20,802 45	42,687 51
General expenses.....	2,874 39	830 67	3,705 06
<b>Grand total.....</b>	<b>44,483 14</b>	<b>38,004 57</b>	<b>82,487 71</b>
Percentage of expenses to earnings.....			80.82

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
Cost of road.....	2,007,182 37		2,007,182 37		
Cash and current assets.....	48,560 44		19,831 16		28,059 29
Profit and loss.....	5,008 04		6,064 33	1,059 29	
Grand total.....	\$2,058,377 85		2,033,377 85		\$25,000 00

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
Capital stock.....	1,000,000 00		1,000,000 00		
Funded debt.....	1,000,000 00		1,000,000 00		
Current liabilities.....	58,377 85		35,377 85		25,000 00
Grand total.....	\$2,058,377 85		\$2,033,377 85		\$25,000 00

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What securities mortgaged.*
	From—	To—	Miles.		
First mortgage bonds.....	South end Long Bridge, Va. (including branches or spurs.....)	Quantico, Va.....	34.67	\$28,843 38	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	312,842	
Number of passengers carried one mile.....	3,253,556	
Average distance carried.....	10	
Total passenger revenue.....		47,322 25
Average amount received from each passenger.....		15.137
Average receipts per passenger per mile.....		1.454
Estimated cost of carrying each passenger one mile.....		1.367
Total passenger earnings.....		60,437 46
Passenger earnings per mile of road.....		1,743 22
Passenger earnings per train mile.....		1 13.337
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	256,020	
Number of tons carried one mile.....	4,682,526	
Average distance haul of one ton.....	18	
Total freight revenue.....		39,757 79
Average amount received for each ton of freight.....		15.529
Average receipts per ton per mile.....		.846
Estimated cost of carrying one ton one mile.....		.812
Total freight earnings.....		39,757 79
Freight earnings per mile of road.....		1,146 75
Freight earnings per train mile.....		1 18.783
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		87,080 04
Passenger and freight revenue per mile of road.....		2,511 68
Passenger and freight earnings.....		100,195 25
Passenger and freight earnings per mile of road.....		2,899 97
Gross earnings from operation.....		102,064 74
Gross earnings from operation per mile of road.....		2,943 89
Expenses.....		82,487 71
Expenses per mile of road.....		2,379 22
<b>Train mileage:</b>		
Miles run by passenger trains.....	53,330	
Miles run by freight trains.....	33,471	
Total mileage trains earning revenue.....	86,801	
Miles run by switching trains.....	7,002	
Miles run by construction and other trains.....	2,610	
Grand total train mileage.....	97,013	
Mileage of loaded freight cars—north or east.....	206,227	
Mileage of loaded freight cars—south or west.....	208,512	
Mileage of empty freight cars—north or east.....	106,514	
Mileage of empty freight cars—south or west.....	109,617	
Average number of freight cars in train.....	18,848	
Average number of loaded cars in train.....	12,391	
Average number of empty cars in train.....	6,457	
Average number of tons of freight in train.....	139,894	
Average number of tons of freight in each loaded car.....	11.290	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	394	2,825	3,219	1.26
Flour.....	254	4,055	4,309	1.68
Other mill products.....	192	927	1,119	.44
Hay.....	37	1,585	1,622	.63
Tobacco.....	329	1,950	2,279	.89
Cotton.....		2,613	2,613	1.02
Fruit and vegetables.....	718	35,430	36,148	14.12
Other agricultural products.....	110	4,178	4,288	1.68
Products of animals:				
Live stock.....	215	16,564	16,779	6.55
Dressed meats.....	1	86	87	.03
Other packing-house products.....	190	573	763	.30
Poultry, game, and fish.....	60	288	348	.14
Wool.....	1	62	63	.01
Hides and leather.....	70	456	526	.21
Other products of animals.....	111	906	1,017	.40
Products of mines:				
Anthracite coal.....		40,095	40,095	15.66
Bituminous coal.....	12	628	640	.25
Coke.....		104	104	.04
Ores.....		316	316	.12
Stone, sand, and other like articles.....	88	4,865	4,953	1.93
Products of forest:				
Lumber.....	3,770	35,955	39,725	15.52
Other products of the forest.....	1,314	3,729	5,043	1.98
Manufactures:				
Petroleum and other oils.....	28	8,179	8,207	3.21
Sugar.....	83	3,197	3,280	1.28
Naval stores.....		103	103	.04
Iron, pig, and bloom.....	17	15,100	15,117	5.90
Iron and steel rails.....	20	7,458	7,478	2.92
Other castings and machinery.....		13,372	13,372	5.22
Bar and sheet metal.....	57	1,591	1,648	.64
Cement, brick, and lime.....	881	1,859	2,743	1.07
Agricultural implements.....	10	142	152	.06
Wagons, carriages, tools, etc.....	28	199	227	.09
Wines, liquors, and beers.....	1,268	1,799	3,067	1.20
Household goods and furniture.....	254	1,298	1,552	.60
Other manufactures.....	2,903	22,835	25,738	10.05
Merchandise.....	621	3,927	4,548	1.78
Miscellaneous:				
Other commodities not mentioned above.....	192	2,540	2,732	1.07
Total tonnage.....	14,231	241,789	256,020	100

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and Spurs.			Iron.	Steel.
Miles of single track.....	32.27	2.40	34.67	.....	.99	33.68
Miles of second track.....	3.63		3.63			3.63
Miles of yard track and sidings.....	6.45	.08	6.53	.18	4	2.53
Total mileage operated (all tracks).....	42.35	2.48	44.83	.18	4.99	39.84

## B. Mileage owned by road making this report.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, excluding trackage rights.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Virginia.....	32.27	2.40	34.67	.99	33.68
Total mileage owned (single track).....	32.27	2.40	34.67	.99	33.68

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			Average price per ton at distribut- ing point.
KIND.	Tons.	Weight per yard.	
Steel .....	124	70 lbs.	31 00
" .....	120	85 lbs.	31 00
Total.....	244	70 and 85 lbs.	\$31 00

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
White oak, No. 1.....	1,885	50 cts.
" " " 2.....	1,872	40 cts.
Total .....	3,757	40 and 50 cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		1,354.65		9.6	1,359.54	53,330	50.99
Freight.....		1,248.60		9.2	1,253.22	33,471	74.88
Switching.....	253.10	228.80		3.5	483.71	7,602	127.26
Construction.....		158		1.2	158.62	2,610	121.55
Total.....	253.10	2,990.05		23 7/8	3,255.09	97,013	67.11
Average cost at distributing point.....	3.60	2.48		2.28			

## ACCIDENTS TO PERSONS.

## EMPLOYEES.

KIND OF ACCIDENT.	TRAINMEN.		SWITCHMAN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Overhead obstructions.....		1						1
Other causes.....		2				1		3
Total.....		3				1		4

## OTHERS.

KIND OF ACCIDENT.	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....					3	1	3	1
Total.....					3	1	3	1

## EXPLANATION OF ACCIDENTS.

Trainman injured by lating of lumber shifting against him.

Trainman injured by getting on moving train and slipping.

Other employee injured by handle of hammer breaking and striking him.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.				PROFILE.							
FROM—	TO—	MILES.	Number of curves.	Miles.	Length of straight line.	Length of level line.	Number.	Sum of ascents.	Miles.	Aggregate length of ascending grades.	Number.	Sum of descents.	Miles.	Aggregate length of descending grades.
South end of Long Bridge, Va.....	Quantico, Va.....	32.27	40	8.37	23.90	9.00	20	470	11.50	21	479	11.59		
St. Asaph Junction.....	Duke street, Alexandria.....	1.33	4	.29	1.04	.....	4	22	.91	4	12	.42		
St. Asaph Junction.....	Princess street, Alexandria.....	1.07	4	.23	.84	.....	3	24	.68	3	13	.39		
Total .....	Total .....	34.67	48	8.89	25.78	9.00	27	516	13.18	28	504	12.40		



## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
<b>Bridges:</b>									
Stone.....	2	61	.....	16	.....	45			
Iron.....	1	139	.....	139	.....	139			
Wooden.....	5	228	.....	14	.....	98			
<b>Total.....</b>	<b>8</b>	<b>428</b>							
<b>Trestles.....</b>	<b>16</b>	<b>6,638</b>	.....	<b>28</b>	.....	<b>1,753</b>			
<b>Overhead highway crossings:</b>									
Bridges.....	4							17	7
<b>Total.....</b>	<b>4</b>								
<b>Overhead railway crossings:</b>									
Bridges.....	1							16	7
<b>Total.....</b>	<b>1</b>								

Gauge of track—four feet nine inches; 34.67 miles.

## TELEGRAPH.

*Owned by another company, but located on property of road making this report.*

MILES OF LINE.	MILES OF WIRE.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
31.70	31.70	Western Union telegraph co.	Philadelphia, Wilmington and Baltimore railroad co.

The foregoing report is for the four months ending October 31, 1891.

## OATH.

STATE OF PENNSYLVANIA,  
CITY AND COUNTY OF PHILADELPHIA, } ss:

We, the undersigned, J. N. DuBarry, president, and John S. Leib, treasurer of the Washington Southern railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

J. N. DuBARRY, *President.*

JOHN S. LIEB, *Treasurer.*

Subscribed and sworn to before me this 23d day of September, 1892.

JAMES McCARTNEY,  
*Notary Public.*

STATE OF MARYLAND,  
CITY OF BALTIMORE, } ss:

Subscribed and sworn to before me this 26th day of September, 1892, as to John S. Leib, treasurer.

THOS. KELL BRADFORD,  
*Notary Public.*

## SUFFOLK AND CAROLINA RAILWAY COMPANY.

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### HISTORY.

**Name of common carrier making this report—Suffolk and Carolina railway company.**

**Date of organization—February 26, 1874.**

**Organized under the laws of the States of Virginia and North Carolina. Organized in 1873 as Nansemond Land, Lumber, and Narrow-Gauge railway company.**

**Reorganized as Suffolk and Carolina railway company, February 26, 1874.**

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John S. Gittings.....	Baltimore, Md.	
D. H. Thomas.....	Suffolk, Va.	
J. H. Cottman.....	Baltimore, Md.	
W. B. Brooks, Jr.....	Suffolk, Va.	
Chas. F. Pitt, Jr.....	Suffolk, Va.	
John M. Denison.....	Baltimore, Md.	

Total number of stockholders at date of last election—31.

Date of last meeting of stockholders for election of directors—October 8, 1891.

Postoffice address of general office—Suffolk, Va.

Postoffice address of operating office—Suffolk, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board .....	Wm. H. Bosley.....	Baltimore, Md.
President.....	Wm. H. Bosley.....	Baltimore, Md.
Secretary.....	Jno. S. Gittings.....	Baltimore, Md.
Treasurer.....	W. B. Oliver.....	Baltimore, Md.
General Solicitor.....	A. H. Taylor.....	Baltimore, Md.
Attorneys, or General Counsel.....	E. E. Holland.....	Suffolk, Va.
	L. L. Smith.....	Gatesville, N. C.
General Manager.....	Wm. T. Hunter.....	Suffolk, Va.
Superintendent of Transportation..	J. H. Macleary .....	Suffolk, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Suffolk and Carolina railway company .....	Suffolk, Va.....	Montrose, N. C.....		39

*Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the general balance sheet.*

NAME.	Character of business.	Title. (Owned, leased, etc.)	State or Territory.
Steamer Olive.....	Freight and passenger.....	Owned.....	Virginia.
Steamer Pohatcong.....	Freight and passenger.....	Owned.....	Virginia.
Suffolk Switching.....	Freight.....	Owned.....	Virginia.

## EXPLANATORY REMARKS.

The steamer Olive plies between Suffolk and Norfolk, Va., and touches points on the Nansemond river. She makes a round trip daily except Sunday.

The steamer Pohatcong has no regular run, but makes occasional trips on Olive's route.

Suffolk switching is an account covering the Suffolk end of the road, which is third railed and operated for business to all companies entering Suffolk; the Suffolk and Carolina railway company receiving a certain sum per car for each loaded car handled.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares au- thorized.	Par value of shares.	Total par value au- thorized.	Total sum of issued and outstandg.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	5,000	\$100	\$500,000	\$400,000		

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF FUND OR OBLIGATION.	TIME.		Amount authorized issue.	Amount issued.	Amount outstanding.	Cash real- ized on the amount is- sued.	Rate.	INTEREST.	
	Date of issue.	When due.						When payable.	Amount ac- crued dur- ing year.
General first mortgage. April, 1886.			\$150,000 00	\$140,000 00	\$140,000 00	\$140,000 00	6 per cent.	Annually.....	\$8,400 00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount ac- crued during year.	Amount paid during year.
Mortgage bonds.....	\$150,000 00	\$140,000 00		\$8,400 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE  
FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	2,186 43
Due from agents.....	2,606 41
Net traffic balances due from other companies.....	622 96
Due from solvent companies and individuals.....	16,570 44
<b>Total.....</b>	<b>\$21,966 24</b>

CURRENT LIABILITIES ACCRUED TO AND  
INCLUDING JUNE 30, 1892.

Loans and bills payable.....	5,520 80
Audited vouchers and accounts....	4,830 05
Wages and salaries.....	2,803 54
Matured interest coupons unpaid (including coupons due July 1).....	700 00
Miscellaneous.....	10 97
Balance—Cash assets.....	8,100 94

**Total.....** **\$21,966 24** **Total.....** **\$21,966 24**

Materials and supplies on hand, \$1,204 78.

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	400,000 00	400,000 00	.....	39	10,256 41
Bonds.....	140,000 00	140,000 00	.....	39	3,589 74
<b>Total .....</b>	<b>\$540,000 00</b>	<b>\$540,000 00</b>	.....	<b>39</b>	<b>\$13,846 15</b>

B. For mileage operated by road making this report (trackage rights excluded), the  
operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Suffolk & Carolina railway company..	\$400,000 00	\$140,000 00	\$13,865 30	\$553,865 30	39	\$14,201 67

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERA T- ING EXPENSES.				
		Charged to income ac- counts per- manent im- provements.	Charged to construction or equipm't.			
Construction :						
Wharfing, etc.....			150 00			
Other items.....			127 90			
Total construction.....			277 90	439,711 34	439,989 24	11,281 78
Equipment:						
Other cars of all classes.....			81 04			
Total equipment.....			81 04	61,456 73	61,537 77	1,577 89
Grand total cost con- struction, equip- ment, etc.....			358 94	501,168 07	501,527 01	12,859 67
Total cost construc- tion, equipment, etc.—State of Va.....			\$128 85	\$170,906 49	\$180,035 34	\$12,859 67

## INCOME ACCOUNT.

Gross earnings from operation	68,387 11	
Less operating expenses	42,069 86	
Income from operation		26,817 45
Miscellaneous income—less expenses	1,395 97	
Income from other sources		1,395 97
Total income		28,213 42
Deductions from income:		
Interest on funded debt accrued	8,400 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	545 28	
Taxes	1,160 09	
Other deductions	4,421 94	
Total deductions from income		14,527 31
Net income		13,686 11
Total		13,686 11
Surplus from operations of year ending June 30, 1892		13,686 11
Surplus on June 30, 1891		28,788 29
		42,474 40
Deductions for year		782 42
Surplus on June 30, 1892		\$41,691 98

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue .....	2,568 39		
Total passenger revenue.....			2,568 39
Mail.....			586 47
Total passenger earnings.....			3,154 86
Freight:			
Freight revenue .....	19,674 70		
Total freight revenue.....			19,674 70
Total freight earnings.....			19,674 70
Total passenger and freight earnings.....			22,829 56
Other earnings from operation:			
Switching charges—balance.....	5,290 47		
Total other earnings.....			5,290 47
Total gross earnings from operation—Virginia.....			28,120 03
Total gross earnings from operation—Entire line.....			\$68,887 11

## STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Suffolk steamboat company—\$75 00 per share.....	\$2,500 00			\$1,875 00

## MISCELLANEOUS INCOME.

ITEMS.	Gross income.	Less expenses.	Net miscella- neous income.
Wharfage.....			\$747 97
Scale earnings.....			133 00
Demurrage on cars.....			515 00
Total .....			\$1,395 97



## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	2,076 56	6,229 68	8,306 24
Renewals of ties.....	438 83	1,316 50	1,755 33
Repairs of bridges and culverts.....	96 32	288 97	385 29
Repairs of buildings.....	40 19	120 57	160 76
Other expenses.....	7 00	21 00	28 00
Total.....	2,658 90	7,976 72	10,635 62
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	535 06	1,608 20	2,144 26
Repairs and renewals of passenger cars.....	153 24	459 73	612 97
Repairs and renewals of freight cars.....	277 38	832 13	1,109 51
Shop machinery, tools, etc.....	38 64	115 92	154 56
Other expenses.....	5 81	17 41	23 22
Total.....	1,011 13	3,033 39	4,044 52
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	949 79	2,849 37	3,799 16
Fuel for locomotives.....	892 76	2,678 26	3,571 02
Water supply for locomotives.....	178 97	539 93	715 90
All other supplies for locomotives.....	78 40	235 20	313 60
Wages of other trainmen.....	879 49	2,638 49	3,517 98
All other train supplies.....	34 95	104 86	139 81
Wages of switchmen, flagmen, and watchmen.....	221 60	664 80	886 40
Expense of telegraph, including train dispatchers and operators.....	221 80	665 38	887 18
Wages of station agents, clerks, and laborers.....	852 52	2,557 57	3,410 09
Station supplies.....	73 16	219 48	292 64
Loss and damage.....	123 66	370 98	494 64
Other expenses.....	10	30	40
Total.....	4,507 20	13,521 62	18,028 82
<b>General expenses:</b>			
Salaries of officers.....	1,329 19	3,987 56	5,316 75
Salaries of clerks.....	397 56	1,192 69	1,590 25
General office expenses and supplies.....	94 45	283 35	377 80
Agencies, including salaries and rent.....	146 35	439 03	585 38
Advertising.....	25 36	76 09	101 45
Insurance.....	90 15	270 44	360 59
Legal expenses.....	142 98	428 93	571 91
Stationery and printing.....	114 14	342 43	456 57
Total.....	2,340 18	7,020 52	9,360 70
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	2,658 90	7,976 72	10,635 62
Maintenance of equipment.....	1,011 13	3,033 39	4,044 52
Conducting transportation.....	4,507 20	13,521 62	18,028 82
General expenses.....	2,340 18	7,020 52	9,360 70
Grand total.....	10,517 41	31,552 25	42,069 66
Percentage of expenses to earnings—Entire line.....			61.07
<b>Operating expenses—State of Virginia:</b>			
Maintenance of way and structures.....	954 18	2,863 44	3,817 92
Maintenance of equipment.....	362 97	1,088 91	1,451 88
Conducting transportation.....	1,617 97	4,853 91	6,471 88
General expenses.....	840 06	2,520 19	3,360 25
Total.....	\$3,775 48	\$11,326 45	\$15,101 93
Percentage of expenses to earnings—Virginia.....			53.71

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
439,711 34		Cost of road.....	439,089 34	277 90	
61,458 73		Cost of equipment.....	61,877 77	81 04	
66,873 09		Stocks owned.....	67,870 00		
66,573 18		Other permanent investments.....	68,684 25	2,484 07	
17,929 64		Cash and current assets.....	21,966 24	4,036 60	
		Other assets:			
1,311 56		Materials and supplies.....	1,204 78		106 78
	\$588,784 45	Grand total.....	\$595,537 28	\$6,879 61	\$106 78

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
400,000 00		Capital stock.....	400,000 00		
140,000 00		Funded debt.....	140,000 00		
10,996 16		Current liabilities.....	13,865 30		6,130 86
28,789 29		Profit and loss.....	41,691 96	12,903 69	
	\$588,784 45	Grand total.....	\$595,537 28	\$12,903 69	\$6,130 86

## CONTRACTS, AGREEMENTS, ETC.

The United States mail pays \$42 75 on 38.40 miles.

Switching contracts with Norfolk and Western, Atlantic & Danville, and Seaboard and Roanoke railroads for handling their freight at Suffolk, Va.

Suffolk steamboat company—Traffic agreement.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
General first mortgage.....	Suffolk, Va.....	Montrose, N. C..	39	\$3,589 74	

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	626	3,180 00	5 00
General office clerks.....	2	626	1,500 00	2 40
Station agents.....	4	1,252	1,980 00	1 59
Other station men.....	4	1,252	596 04	48
Enginemen.....	2	626	1,560 00	2 49
Firemen.....	2	626	720 00	1 15
Conductors.....	2	626	1,320 00	2 11
Other trainmen.....	4	1,252	1,252 00	1 00
Machinists.....	1	300	900 00	3 00
Carpenters.....	2	626	1,095 50	1 75
Other shopmen.....	3	782	1,252 00	1 60
Section foremen.....	2	626	1,080 00	1 73
Other trackmen.....	13	3,600	2,880 00	80
Switchmen, flagmen, and watchmen.....	5	1,565	1,276 00	82
Total (including "general officers")—Virginia.....	48	14,385	20,591 54	1 43
Less "general officers"....	2	626	3,180 00	5 00
Total (excluding "general officers")—Virginia....	46	13,759	17,411 54	1 27
Distribution of above:				
General administration.....	4	1,252	4,680 00	3 74
Maintenance of way and structures.....	15	4,226	3,960 00	94
Maintenance of equipment.....	6	1,708	3,247 50	1 90
Conducting transportation.....	23	7,109	8,704 04	1 21
Total (including "general officers")—Virginia.....	48	14,385	20,591 54	1 43
Less "general officers"....	2	626	3,180 00	5 00
Total (excluding "general officers")—Virginia....	46	13,759	17,411 54	1 27
Total (including "general officers")—Entire line....	85	25,332	\$32,110 94	\$1 27

## EXPLANATORY REMARKS.

The general officers, general office clerks, one engineer, one fireman, one conductor, and two other trainmen have jurisdiction in North Carolina as well as Virginia. The machinist, carpenter, and other shopmen work on equipments, which run in North Carolina as well as Virginia. It is practically impossible to separate Virginia and North Carolina.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF VIRGINIA.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic :</b>		
Number of passengers carried earning revenue.....	5,720	
Number of passengers carried one mile.....	120,461	
Average distance carried.....	21	
Total passenger revenue.....		2,568 39
Average amount received from each passenger.....		44.902
Average receipts per passenger per mile.....		2.132
Estimated cost of carrying each passenger one mile.....		3.134
Total passenger earnings.....		3,154 86
Passenger earnings per mile of road.....		225 35
Passenger earnings per train mile.....		75.151
<b>Freight traffic :</b>		
Number of tons carried of freight earning revenue.....	21,825	
Number of tons carried one mile.....	585,822	
Average distance haul of one ton.....	26.8	
Total freight revenue.....		19,674 70
Average amount received for each ton of freight.....		90 148
Average receipts per ton per mile.....		3.358
Estimated cost of carrying one ton one mile.....		51.897
Total freight earnings.....		19,674 70
Freight earnings per mile of road.....		1,405 34
Freight earnings per train mile.....		1 57.423
<b>Passenger and freight :</b>		
Passenger and freight revenue.....		22,243 09
Passenger and freight revenue per mile of road.....		1,588 79
Passenger and freight earnings.....		22,829 56
Passenger and freight earnings per mile of road.....		1,630 68
Gross earnings from operation.....		28,120 03
Gross earnings from operation per mile of road.....		2,008 57
Expenses.....		15,101 93
Expenses per mile of road.....		1,078 91
<b>Train mileage :</b>		
Miles run by passenger trains.....	42	
Miles run by freight trains.....	31	
Miles run by mixed trains.....	16,624	
Total mileage trains earning revenue.....	16,697	
Miles run by switching trains.....	15,097	
<b>Grand total train mileage.....</b>		
Mileage of loaded freight cars—north or east.....	31,794	
Mileage of loaded freight cars—south or west.....	120,741	
Mileage of empty freight cars—north or east.....	14,424	
Mileage of empty freight cars—south or west.....	806	
Average number of freight cars in train.....	62,850	
Average number of loaded cars in train.....	12.96	
Average number of empty cars in train.....	7.32	
Average number of tons of freight in train.....	5.64	
Average number of tons of freight in each loaded car.....	49.3	
	6.7	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	15,933	
Number of passengers carried one mile.....	335,570	
Average distance carried.....	21.61	
Total passenger revenue.....		7,154 81
Average amount received from each passenger.....		44.906
Average receipts per passenger per mile.....		2.132
Estimated cost of carrying each passenger one mile.....		3.134
Total passenger earnings.....		8,788 55
Passenger earnings per mile of road.....		226 35
Passenger earnings per train mile.....		75.153
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	60,798	
Number of tons carried one mile.....	1,631,993	
Average distance haul of one ton.....	26.8	
Total freight revenue.....		54,808 09
Average amount received for each ton of freight.....		90.148
Average receipts per ton per mile.....		3.358
Estimated cost of carrying one ton one mile.....		51.897
Total freight earnings.....		54,808 09
Freight earnings per mile of road.....		1,405 34
Freight earnings per train mile.....		1 57.408
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		81,062 90
Passenger and freight revenue per mile of road.....		1,588 79
Passenger and freight earnings.....		63,596 64
Passenger and freight earnings per mile of road.....		1,630 68
Gross earnings from operation.....		68,887 11
Gross earnings from operation per mile of road.....		1,766 34
Expenses.....		42,069 66
Expenses per mile of road.....		1,078 71
<b>Train mileage:</b>		
Miles run by passenger trains.....	117	
Miles run by freight trains.....	86	
Miles run by mixed trains.....	46,311	
Total mileage trains earning revenue.....	46,514	
Miles run by switching trains.....	15,097	
<b>Grand total train mileage:</b>		
Mileage of loaded freight cars—north or east.....	61,611	
Mileage of loaded freight cars—south or west.....	215,009	
Mileage of empty freight cars—north or east.....	40,181	
Mileage of empty freight cars—south or west.....	2,412	
Mileage of empty freight cars—south or west.....	175,109	
Average number of freight cars in train.....	12.96	
Average number of loaded cars in train.....	7.32	
Average number of empty cars in train.....	5.64	
Average number of tons of freight in train.....	49.3	
Average number of tons of freight in each loaded car.....	6.7	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....			29	.1
Flour.....			260	.12
Other mill products.....			8	
Hay.....			101	.5
Tobacco.....			10	
Cotton.....			527	.24
Fruit and vegetables.....			517	.24
Peanuts.....			374	.17
Products of animals:				
Live stock.....			3	
Dressed meats.....			67	.3
Other packing-house products.....			8	.1
Poultry, game, and fish.....			29	.1
Products of mines:				
Anthracite coal.....			1	
Bituminous coal.....			253	.12
Stone, sand, and other like articles.....			1	
Railroad ties.....			74	.3
Products of forest:				
Lumber.....			12,348	5.66
Logs.....			2,534	1.16
Other forest products.....			3,346	1.53
Manufactures:				
Petroleum and other oils.....			44	.2
Sugar.....			54	.3
Iron and steel rails.....			53	.2
Other castings and machinery.....			77	.4
Bar and sheet metal.....			84	.4
Cement, brick, and lime.....			368	.17
Agricultural implements.....			2	
Wines, liquors, and beers.....			14	
Household goods and furniture.....			21	.1
Salt.....			85	.4
Merchandise.....			214	.10
Miscellaneous:				
Fertilizers.....			320	.15
Total tonnage—Virginia.....	20,009	1,816	21,825	10
Total tonnage—Entire line.....	55,740	5,058	60,798	10

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....	2		1	Eames' vacuum. Ordinary steam.		
Freight.....	2		1			
Switching.....	1					
Total locomotives.....	5					
Cars in passenger service:						
First-class passenger cars.....	2		2	Ordinary hand.		
Second-class passenger cars.....	1		1			
Baggage, express, and postal cars.....	1		1			
Total ..	4					
Cars in freight service:						
Box cars.....	5		5	Ordinary hand.		
Flat cars.....	84		84			
Other cars.....	20		20			
Total.....	109					
Cars in company's service:						
Caboose cars.....	1		1	Ordinary hand.		
Total.....	1					
Total cars owned.....	114					
Grand total cars.....	114					

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	39					39
Miles of yard track and sidings.....		11			5.50	5.50
Total mileage operated (all tracks).....	39	11			5.50	34.50

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	14			14		14
North Carolina.....	25			25		25
Total mileage operated (single track).....	39			39		39

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	14			14		14
North Carolina.....	25			25		25
Total mileage owned (single track).....	39			39		39



## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
Pine.....	150	10
Cypress.....	3,554	17.28
Total.....	3,713	16.97

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		87.13		19.74	97	4,198	46.21
Freight.....		261.42		59.23	291.03	12,499	46.57
Switching.....		306.62		76.00	341.42	15,097	45.23
Total.....		655.17		148.97	729.45	31,794	46.89
Average cost at distributing point.....		\$2 54		\$1 00	\$2 40		

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains and engines...	1						1	
Total.....	1						1	

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			* PROFILE.							
From—	To—	MILES.	Number of curves.	Aggregate length of curved line.		Length of straight line.	Length of level line.	ASCENDING GRADES.			DESCENDING GRADES.		
				Miles.	Feet.			Number.	Sum of ascending grades.	Aggregate length of ascending grades.	Number.	Sum of descending grades.	Aggregate length of descending grades.
Suffolk, Va.....	Montrose, N. C.....	39	16	2		37							

\* No data.

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEMS.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Overhead railway crossings:	1								
Bridges.....								14	4

Gauge of track—three feet six inches; 14 miles.  
 Gauge of track—four feet nine inches; 1 mile.

## OATH.

STATE OF MARYLAND,  
CITY OF BALTIMORE, } ss:

We, the undersigned, Wm. T. Hunter, general manager, and Wm. B. Oliver, treasurer of the Suffolk and Carolina railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WM. T. HUNTER, *General Manager.*

WM. B. OLIVER, *Treasurer.*

Subscribed and sworn to before me this 29th day of August, 1892.

JNO. T. MADDOX,  
*Justice of the Peace,*

## NORFOLK AND CAROLINA RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—The Norfolk and Carolina railroad company.

Date of organization—July 6, 1886.

Organized under the general laws of North Carolina and acts of General Assembly of North Carolina, March 7, 1887, January 21, 1889; acts of the General Assembly of Virginia, May 5, 1887, January 27, 1888.

Consolidated with the Western Branch railway company, chartered by the General Assembly of Virginia, February 19, 1886, and the Chowan and Southern railroad company, chartered as stated above. Name changed February 14, 1889, to the Norfolk and Carolina railroad company.

Date and authority for each consolidation—The Chowan and Southern railroad company, under the act of January 27, 1888, of Virginia, purchased the entire property and franchises of the Western Branch railway company, and took possession of same July 1, 1888.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. G. Elliott.....	Wilmington, N. C.....	First Thursday in October, 1892, and until their successors are elected.
H. Walters.....	Wilmington, N. C.....	
W. T. Walters.....	Baltimore, Md.....	
B. F. Newcomer.....	Baltimore, Md.....	
W. J. Doyle.....	Baltimore, Md.....	
C. S. Brice.....	New York, N. Y.....	

Total number of stockholders at date of last election—7.

Date of last meeting of stockholders for election of directors—October 9, 1891.

Postoffice address of general office—Norfolk, Va.

Postoffice address of operating office—Norfolk, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. G. Elliott.....	Wilmington, N. C.
Vice-President.....	H. Walters.....	Wilmington, N. C.
Secretary and Treasurer.....	C. G. Elliott.....	Norfolk, Va.
Auditor-General.....	W. A. Riach.....	Wilmington, N. C.
Assistant Auditor.....	Spencer Letrand.....	Norfolk, Va.
General Manager.....	G. M. Serpell.....	Norfolk, Va.
Chief Engineer.....	B. R. Dunn.....	Wilmington, N. C.
Superintendent Transportation.....	J. P. Kenly.....	Wilmington, N. C.
General Freight and Passenger Agent.....	T. M. Emerson.....	Wilmington, N. C.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Norfolk and Carolina railroad—main line.....	Pinnars Point, Va.....	Tarboro', N. C.....	100.49	
Pig Point branch.....	Bruce, Va.....	Pig P't & Bellev'e, Va.....	6.53	
Bennett's Pasture branch.....	Driver, Va.....	Bennett's Past're, Va.....	1.55	
To S. & R. R. R.....	Armistead, Va.....	S. & R. R. R.....	1.13	109.70

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.		Remarks.
							Rate.	Amount.	
Capital stock—Common.....		\$100	\$1,500,000						
Manner of payment for capital stock.									
Issued for cash—Common.....				550		\$55,000			
Issued for construction—Common.....				14,450					
Total.....				15,000					

## EXPLANATORY REMARKS.

The charter of this company allows the stockholders to increase the capital stock to such amount as they see fit. Fourteen thousand four hundred and fifty shares issued to the American Construction company on account of construction and equipment.

**FUNDED DEBT.**

*Mortgage bonds, miscellaneous obligations, and income bonds.*

	TIME.		Amount of authorized issue.	Amount outstanding.	Cash realized on the amount issued.*	INTEREST.		Amount accrued during year.
	Date of issue.	When due.				Rate.	When payable.	
CLASS OF BOND OR OBLIGATION.								
First mortgage.....	April 1, 1889.	April 1, 1939.	1,500,000 00	1,320,000 00	.....	5 per cent....	April & Oct....	66,000 00
Grand total.....			\$1,500,000 00	\$1,320,000 00	.....			\$66,000 00

**\* Issued for construction and equipment.**

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	1,320,000 00	1,320,000 00	66,000 00	66,000 00
Total.....	\$1,320,000 00	\$1,320,000 00	\$66,000 00	\$66,000 00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	16,378 42
Due from agents.....	5,075 66
Net traffic balances due from other companies.....	7,724 45
Due from solvent companies and individuals.....	4,466 44
Balance—Current liabilities.....	89,031 95
Total.....	\$123,276 92

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.

Loans and bills payable.....	103,242 41
Audited vouchers and accounts.....	8,075 71
Wages and salaries.....	10,533 80
Matured interest coupons unpaid (including coupons due July 1).....	1,425 00
Total.....	\$123,276 92

Materials and supplies on hand, charged to expenses.

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	1,500,000 00	1,500,000 00		109.70	13,673 66
Bonds.....	1,320,000 00	1,320,000 00		109.70	12,032 82
Total.....	\$2,820,000 00	\$2,820,000 00		109.70	\$25,706 48

## B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Norfolk and Carolina.....	\$1,500,000 00	\$1,320,000 00	\$123,276 92	2,943,276 92	109.70	\$26,830 24

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in oper- ating expenses.	Not included in operat- ing expenses.				
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipment.			
Construction:						
Right of way.....			730 80			
Ties.....			4,421 20			
Buildings, furniture, and fixtures.....			392 53			
Engineering expenses.....			2,139 16			
Terminal facilities and elevators.....			10,039 72			
Other items.....			2,686 87			
Total construction.....			11,567 88	2,429,506 21	2,441,074 09	22,252 27
Equipment:						
Freight cars.....			13,770 00			
Floating equipment.....			23,795 37			
Total equipment.....			37,565 37	438,998 75	476,564 12	4,344 25
Grand total cost con- struction, equip- ment, etc.....			\$49,133 25	\$2,868,504 96	\$2,917,638 21	\$26,596 52

Other items principally temporary narrow-gauge log tracks.

## INCOME ACCOUNT.

Gross earnings from operation.....	306,649 67	
Less operating expenses.....	230,847 89	
Income from operation.....		75,801 78
Miscellaneous income—less expenses.....		3,974 95
Total income.....		79,776 73
Deductions from income:		
Interest on funded debt accrued.....	66,000 00	
Interest on interest-bearing current liabilities accrued, not other- wise provided for.....	5,222 41	
Taxes.....	10,770 18	
Total deductions from income.....		81,992 59
Deficit.....		2,215 86
Deficit from operations of year ending June 30, 1892.....		2,215 86
Surplus on June 30, 1891.....		15,221 11
		13,005 25
Deductions for year.....		4,398 99
Surplus on June 30, 1892.....		\$8,606 26



## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	46,247 09		
Less repayments:			
Tickets redeemed and cash fares refunded.....		58 80	
Excess fares refunded.....		18 80	
Other repayments.....		49 63	
Total deductions .....		127 23	
Total passenger revenue.....			46,119 86
Mail.....			6,048 28
Express.....			1,820 93
Extra baggage and storage.....			204 63
Total passenger earnings.....			54,193 60
Freight:			
Freight revenue.....	240,593 77		
Less repayments:			
Overcharge to shippers.....		431 46	
Total freight revenue.....			240,162 31
Total freight earnings.....			240,162 31
Total passenger and freight earnings.....			294,355 91
Other earnings from operation:			
Car mileage—balance.....			484 62
Telegraph companies.....			215 74
Other sources.....			11,593 40
Total other earnings .....			12,293 76
Total gross earnings from operation—Entire line.....			\$306,649 67

## MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Interest.....			26 00
Rent of wharf.....			2,500 08
Rent of warehouses.....			1,042 50
Rent of houses.....			96 00
Fines.....			6 00
Rent of rail.....			304 37
Total.....			\$3,974 95

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures :</b>			
Repairs of roadway.....	18,532 39	22,785 66	41,318 05
Renewals of ties.....	283 32	348 35	631 67
Repairs of bridges and culverts.....	2,665 78	3,277 59	5,943 37
Repairs of fences, road-crossings, signs, and cattle guards.....	771 65	948 74	1,720 39
Repairs of buildings.....	1,393 30	1,713 06	3,106 36
Repairs of docks and wharves.....		367 48	367 48
Other expenses.....	1 17	1 44	2 61
<b>Total.....</b>	<b>23,647 61</b>	<b>29,442 32</b>	<b>53,089 93</b>
<b>Maintenance of equipment :</b>			
Repairs and renewals of locomotives.....	2,874 04	5,748 09	8,622 13
Repairs and renewals of passenger cars.....	3,055 72		3,055 72
Repairs and renewals of freight cars.....		7,113 48	7,113 46
Repairs and renewals of ferry-boats, tugs, floats, and barges.....	224 95	1,564 62	1,789 57
Shop machinery, tools, etc.....	129 29	158 97	288 26
Other expenses.....	3 36	4 12	7 48
<b>Total.....</b>	<b>6,287 36</b>	<b>14,589 26</b>	<b>20,876 62</b>
<b>Conducting transportation :</b>			
Wages of engineers, firemen, and roundhousemen.....	4,811 37	13,847 31	18,658 68
Fuel for locomotives.....	9,451 48	17,845 09	27,296 57
Water-supply for locomotives.....	784 66	1,569 32	2,353 98
All other supplies for locomotives.....	758 55	932 39	1,690 94
Wages of other trainmen.....	3,671 78	9,376 19	13,047 97
All other train supplies.....	727 29	894 21	1,621 50
Wages of switchmen, flagmen, and watchmen.....		3,113 45	3,113 45
Expense of telegraph, including train dispatchers and operators.....	1,549 04	4,090 16	6,239 20
Wages of station agents, clerks, and laborers.....	2,306 76	33,483 51	35,790 27
Station supplies.....	714 86	878 93	1,593 79
Switching charges—balance.....		1,813 09	1,813 09
Loss and damage.....	489 64	912 56	1,402 20
Injuries to persons.....		161 00	161 00
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....	906 60	10,305 99	11,215 59
Other expenses.....	109 27	136 58	245 85
<b>Total.....</b>	<b>26,284 30</b>	<b>99,959 78</b>	<b>126,244 08</b>
<b>General expenses :</b>			
Salaries of officers.....	4,216 06	5,183 06	9,399 72
Salaries of clerks.....	2,511 33	4,742 00	7,253 33
General office expenses and supplies.....	673 20	827 70	1,500 90
Agencies, including salaries and rent.....	796 76		796 76
Advertising.....	906 10	89 29	995 39
Commissions.....	37 67	110 22	147 79
Insurance.....	92 00	2,083 84	2,175 84
Expense of traffic associations.....	200 01	256 97	456 98
Rents for tracks, yards, and terminals.....	319 10	1,132 77	1,451 87
Rents not otherwise provided for.....	16 82	20 68	37 50
Legal expenses.....	610 82	751 00	1,361 82
Stationery and printing.....	994 07	3,976 29	4,970 36
Other general expenses.....	35 88	44 12	80 00
<b>Total.....</b>	<b>11,418 72</b>	<b>19,218 54</b>	<b>30,637 26</b>
<b>Recapitulation of expenses :</b>			
Maintenance of way and structures.....	23,647 61	29,442 32	53,089 93
Maintenance of equipment.....	6,287 36	14,589 26	20,876 62
Conducting transportation.....	26,284 30	99,959 78	126,244 08
General expenses.....	11,418 72	19,218 54	30,637 26
<b>Grand total.....</b>	<b>\$67,037 99</b>	<b>\$163,209 90</b>	<b>\$230,247 89</b>
Percentage of expenses to earnings—Entire line.....			75

## RENTALS PAID.

*Rents paid for lease of other property.*

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
21 Tracks: S. & R. R. R.	Norfolk county and Portsmouth, Va. Norfolk, Va. Norfolk, Va.	S. & R. R. R. Co. Norfolk city. B. Urquhart.	532 77 600 00	319 10
Total				1,132 77
		Grand total rents		\$1,451 87

Amount paid S. &amp; R. R. R. Co. was for carrying passenger trains between S. &amp; R. Junction and Portsmouth.

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
2,429,506 21	2,429,506 21	Cost of road	2,441,074 09	11,567 88	
438,998 75	438,998 75	Cost of equipment	476,564 12	37,565 37	
32,473 61	32,473 61	Cash and current assets	34,244 97	1,171 31	
		Grand total	\$2,951,863 18	\$30,904 56	

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	LIABILITIES.	Item.	Total.	Decrease.
Capital stock.....	1,500,000 00	Capital stock.....		1,500,000 00	
Funded debt.....	1,320,000 00	Funded debt.....		1,320,000 00	
Current liabilities.....	65,737 51	Current liabilities.....		123,276 92	57,539 41
Profit and loss.....	15,221 11	Profit and loss.....		8,000 26	\$5,014 85
	\$2,900,978 62			\$2,951,883 18	\$50,904 56
		Grand total.....			

## CONTRACTS, AGREEMENTS, ETC.

Southern express company conducts express business, and pays to this company forty per cent. of the gross receipts, retaining sixty per cent. for its service. United States post-office department. Rate fixed by the department on weighing had every four years. Western Union telegraph company conducts the telegraph business, and pays this company fifty per cent. of receipts of this line at offices where this company's employees perform the duties of operators.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Amount of mortgage per mile of line.		What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—	Miles.				
First mortgage.....	Piners Point and branches.....	Tarboro' & branches.	109.70	12,032.82	Entire.		

## EMPLOYEES AND SALARIES—ENTIRE LINE.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	9	2,808	10,899 72	3 88
General office clerks.....	9	2,808	6,240 00	2 22
Station agents.....	13	3,926	8,675 00	2 21
Other station men.....	107	25,260	27,547 88	1 09
Enginemen.....	16	3,888	15,990 12	4 11
Firemen.....	17	3,780	4,164 00	1 10
Conductors.....	10	2,496	6,660 00	2 67
Other trainmen.....	34	7,560	7,764 60	1 03
Machinists.....	2	672	1,767 00	2 63
Carpenters.....	4	1,116	2,253 00	2 02
Other shopmen.....	21	6,144	8,606 40	1 40
Section foremen.....	17	5,304	8,700 00	1 64
Other trackmen.....	150	36,300	28,274 40	78
Switchmen, flagmen, and watchmen.....	13	4,332	3,934 80	91
Telegraph operators and dispatchers.....	6	1,608	2,523 96	1 56
Employees—account floating equipment.....	28	5,824	9,108 00	1 56
All other employees and laborers.....	9	2,772	2,089 80	75
Total (including "general officers").....	465	116,598	155,198 68	1 33
Less "general officers".....	9	2,808	10,899 72	
Total (excluding "general officers").....	456	113,790	144,298 96	1 27
Distribution of above:				
General administration.....	22	6,604	16,845 72	2 55
Maintenance of way and structures.....	178	45,300	41,470 20	92
Maintenance of equipment.....	19	5,964	9,938 88	1 67
Conducting transportation.....	246	58,730	86,943 88	1 48
Total (including "general officers").....	465	116,598	155,198 68	1 33
Less "general officers".....	9	2,808	10,899 72	
Total (excluding "general officers").....	456	113,790	\$144,298 96	\$1 27

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	54,657	
Number of passengers carried one mile.....	1,898,245	
Average distance carried.....	35	
Total passenger revenue.....		46,119 86
Average amount received from each passenger.....		84.381
Average receipts per passenger per mile.....		2.430
Estimated cost of carrying each passenger one mile.....		3.563
Total passenger earnings.....	54,193 60	
Passenger earnings per mile of road.....	494 01.641	
Passenger earnings per train mile.....		46.509
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	210,653	
Number of tons carried one mile.....	14,927,580	
Average distance haul of one ton.....	71	
Total freight revenue.....		240,162 31
Average amount received for each ton of freight.....		1 14.008
Average receipts per ton per mile.....		1.609
Estimated cost of carrying one ton one mile.....		1.093
Total freight earnings.....	240,162 31	
Freight earnings per mile of road.....	2,189 26.445	
Freight earnings per train mile.....		1 67.637
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		286,282 17
Passenger and freight revenue per mile of road.....		2,609 68.250
Passenger and freight earnings.....		294,355 91
Passenger and freight earnings per mile of road.....		2,683 28.086
Gross earnings from operation.....		306,649 67
Gross earnings from operation per mile of road.....		2,795 34.795
Expenses.....		230,847 89
Expenses per mile of road.....		2,104 35.633
<b>Train mileage:</b>		
Miles run by passenger trains.....	116,522	
Miles run by freight trains.....	143,263	
Total mileage trains earning revenue.....	259,785	
Miles run by switching trains.....	16,210	
Miles run by construction and other trains.....	16,460	
Grand total train mileage.....	292,455	
Mileage of loaded freight cars—north or east.....	1,262,046	
Mileage of loaded freight cars—south or west.....	609,286	
Mileage of empty freight cars—north or east.....	44,275	
Mileage of empty freight cars—south or west.....	927,472	
Average number of freight cars in train.....	21	
Average number of loaded cars in train.....	13	
Average number of empty cars in train.....	8	
Average number of tons of freight in train.....	104	
Average number of tons of freight in each loaded car.....	8	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	860	509	1,369	.65
Flour.....	1,152	1,532	2,714	1.29
Other mill products.....	706	179	885	.42
Hay.....	691	212	903	.43
Tobacco.....	30	206	236	.11
Cotton.....	2,490	13,310	15,800	7.50
Fruit and vegetables.....	13,151	3,324	16,475	7.82
Products of animals:				
Live stock.....	244	21	267	.13
Dressed meats.....	1,004	306	1,310	.62
Poultry, game, and fish.....	138	949	1,087	.52
Wool.....	3	11	14	.01
Hides and leather.....	19	254	273	.13
Products of mines:				
Anthracite coal.....	1,052	1	1,053	.50
Bituminous coal.....				
Stone, sand, and other like articles.....				
	3	48	51	.02
Products of forest:				
Lumber.....	17,780	11,857	29,637	14.07
Logs.....	71,062	19,871	90,933	43.17
Manufactures:				
Petroleum and other oils.....	342	1,922	2,264	1.08
Sugar.....	307	1,294	1,601	.76
Naval stores.....	106	4,781	4,887	2.32
Other castings and machinery.....	320	615	935	.44
Bar and sheet metal.....	244	481	725	.34
Cement, brick, and lime.....	192	67	259	.12
Agricultural implements.....	30	42	72	.03
Wagons, carriages, tools, etc.....	14	43	57	.03
Wines, liquors, and beers.....	175	598	773	.37
Household goods and furniture.....	126	302	428	.20
Fertilizers.....	8,993	1,134	10,127	4.81
Merchandise.....	7,202	18,316	25,518	12.11
Total tonnage—Entire line.....	128,466	82,187	210,653	100

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.		
			No.	Kind.	No.	Kind.	
Locomotives:							
Passenger.....		3	3	Westinghouse	3	Janney.	
Freight.....		10	8	"	8	"	
Switching.....		1	1	"			
Total locomotives.....		14	12	Westinghouse.	11	Janney.	
Cars in passenger service:							
First-class passenger cars.....		4	4	Westinghouse.	4	Janney.	
Baggage, express, and postal cars.....		3	3	"	3	"	
Total.....		7	7	Westinghouse.	7	Janney.	
Cars in freight service:							
Box cars.....	1	182	100	Westinghouse.	175	Janney.	
Flat cars.....		115			99	"	
Log cars.....	54	184					
Total.....	55	481	100		274	Janney.	
Cars in company's service:							
Gravel cars.....		13			12	Janney.	
Derrick cars.....		1					
Caboose cars.....		7			7	"	
Other road cars.....		10					
Total.....		31			19	Janney.	
Grand total cars.....		519			300		

Three flat cars transferred from gravel cars.

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINK REPRE- SENTED BY CAPI- TAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and Spurs.			Iron.	Steel.
Miles of single track.....	100.49	9.21	109.70			
Miles of yard track and sidings.....	9.85	9.85				
Total mileage operated (all tracks).....	110.34	9.21	119.55			119.65

## B. Mileage owned by road making this report.

STATE OR TERRITORY.	LINK REPRE- SENTED BY CAPI- TAL STOCK.		Line operated under lease.	Total mileage, exclu- ding trackage rights.	RAILS.	
	Main Line.	Branches and spurs.			Iron.	Steel.
Virginia.....	34.38	9.21		43.59		
North Carolina.....	66.11			66.11		
Total mileage operated (single track).....	100.49	9.21		109.70		109.70



## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
Pine and oak.....	575	35 cts.
Total.....	575	

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		*WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		3,696		76	3,734	116,522	64.09
Freight.....		8,926		174	9,013	143,263	125.82
Switching.....		699		20	709	16,210	87.48
Construction.....		874		30	889	16,460	108.02
Total.....		14,195		300	14,345	292,455	98.10
Average cost at distributing point.....		\$2.53					

\* Cut on right of way.

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMAN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1						1
Other causes.....		1						1
Total.....		2						2

## EXPLANATION OF ACCIDENTS.

Knocked from caboose platform by brace to coal chute: was watching standards to log cars, and failed to see coal bin in time to avoid being struck.

## CHARACTERISTICS OF ROAD.

## WORKING DIVISIONS OR BRANCHES.

## PROFILE.

## ALIGNMENT.

From—	To—	Miles.	ALIGNMENT.				PROFILE.					
			Number of curves.	Miles. Aggregate length of curved line.	Miles. Length of straight line.	Miles. Length of level line.	Number.	Sum of ascents.	Feet. Aggregate length of ascending grades.	Number.	Sum of descents.	Feet. Aggregate length of descending grades.
Pinner's Point.....	Tarboro'.....	100.40	23	7.07	93.42	39.39	64	494.16	32.12	64	426.56	28.78
Armistead.....	S. & R. R. R.....	1.13	2	.42	.71	.39	2	4	.74	2	4	.74
Bruce.....	Pig Point and Belleville.....	6.53	10	1.66	4.87	1.91	9	24.2	2.77	7	19.05	1.85
Driver.....	Hennett's Pasture.....	1.55	1	.32	1.23	.51	2	6	.40	2	5.2	.64
Total.....	Total.....	109.70	35	9.47	100.23	42.40	77	528.36	38.03	73	450.81	31.27

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges :									
Iron.....	3	192	6	50	.....	84			
Total.....	3	192	6						
Trestles.....	8	1,843	.....	72	.....	509			

Gauge of track—four feet nine inches; 43 miles.

## TELEGRAPH.

*Owned by another company, but located on property of road making this report.*

MILES OF LINE.	MILES OF WIRE.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
101	105.5	Western Union Tel. Co.....	Western Union Tel. Co.

## OATH.

STATE OF VIRGINIA, }  
CITY OF NORFOLK, } ss:

We, the undersigned, G. M. Serpell, general manager, and Spencer LeGrand, assistant auditor of the Norfolk and Carolina railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

G. M. SERPELL, *General Manager.*

SPENCER LEGRAND, *Assistant Auditor.*

Subscribed and sworn to before me this 15th day of October, 1892.

JNO. T. REID, JR.,  
*Notary Public.*

## POTOMAC, FREDERICKSBURG & PIEDMONT RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Potomac, Fredericksburg and Piedmont railroad company.

Date of organization—1853; precise date unknown.

Organized under the laws of the State of Virginia. See chapter 190, approved March 27, 1876, and chapter 276, approved March 14, 1878.

Originally Fredericksburg and Gordonsville railroad company. Succeeded by Fredericksburg, Orange and Charlottesville railroad company. Reorganized as Fredericksburg and Gordonsville railroad company. Changed to Potomac, Fredericksburg and Piedmont railroad company. See acts referred to above.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Richards.....	Fredericksburg, Va.....	} Upon election of successor.
C. H. Mason.....	Philadelphia, Pa.....	
R. L. Hayes.....	West Chester, Pa.....	
J. D. Murdaugh.....	Washington, D. C.....	
L. Harry Richards.....	Philadelphia, Pa.....	

Total number of stockholders at date of last election—145.

Date of last meeting of stockholders for election of directors—May 12, 1892.

Postoffice address of general office—Fredericksburg, Va.

Postoffice address of operating office—Fredericksburg, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	L. Harry Richards.....	Fredericksburg, Va.
Secretary <i>pro tem</i> .....	S. G. Daniel.....	Fredericksburg, Va.
Treasurer.....	W. H. Richards.....	Fredericksburg, Va.
General Solicitor.....	Marye & Fitzhugh.....	Fredericksburg, Va.
Attorney, or General Counsel.....	Jno. G. Williams.....	Orange C. H., Va.
Auditor.....	W. H. Richards.....	Fredericksburg, Va.
General Manager.....	W. H. Richards.....	Fredericksburg, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Potomac, Fredericksburg and Piedmont railroad company.....	Fredericksburg, Va....	Orange C. H., Va.....	38	
	Total.....		38	

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Forty-six hundred shares, common.....	14,600	100	1,460,000	460,000		
Total.....	14,600	\$100	\$1,460,000	\$460,000		

The original books of the company were destroyed by fire, and the other details cannot be procured.

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
Judgments, with interest accrued.					9,002 49				280 74
First mortgage	Apr 18, 1878.	Apr 15, 1883.	58,000 00	58,000 00	58,000 00		6 per cent.	Apr. 15 & Oct. 15	3,480 00
Second mortgage	June 10, 1878.	June 10, 1908.	250,000 00	250,000 00	250,000 00	19,500 00.	6 per cent.	June 10 & Dec. 10	6,900 00
Grand total.			\$308,000 00	\$308,000 00	\$317,002 49	\$19,500 00			\$10,370 74

## EQUIPMENT TRUST OBLIGATIONS.

## A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.	Remarks.
Secured note.	July 6, 1889.	18 months.	One.	Locomotive.	
	July 6, 1889.	21 months.	One.	Locomotive.	
	July 6, 1889.	24 months.	One.	Locomotive.	

## B. Statement of Amount.

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.		
	Cash paid on delivery of equipment.	Original amount.	Amount outstanding.	Amount accrued during year.	Rate.
	1,235 00	3,500 00	1,312 50	92 72	6 per cent.
Total "miscellaneous obligations".	\$1,235 00	\$3,500 00	\$1,312 50	\$92 72	6 per cent.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	317,002 49	317,002 49	10,340 00	3,480 00
Miscellaneous obligations.....	3,500 00	1,312 50	92 72	92 72
Total.....	\$320,502 49	\$318,314 99	\$10,432 72	\$3,572 72

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	1,240 75
Due from agents.....	235 16
Due from solvent companies and individuals.....	438 82
Balance—Current liabilities..	56,566 02
Total.....	\$58,480 75

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.

Loans and bills payable.....	19,031 50
Audited vouchers and accounts...	280 79
Wages and salaries.....	1,026 46
Matured interest coupons unpaid (including coupons due July 1)..	38,142 00
Total.....	\$58,480 75

Materials and supplies on hand, \$905 40.

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	460,000 00	460,000 00		38	12,105 26
Bonds.....	317,002 49	317,002 49		38	8,342 15
Equipment trust obligations.....	1,312 50	1,312 50			34 54
Total.....	\$778,314 99	\$778,314 99		38	\$20,481 95

## B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Potomac, Frederickburg & Piedmont R. R. Co.....	460,000 00	318,314 99	58,480 75	836,795 74	38	22,020 94
Grand total.....	\$460,000 00	\$318,314 99	\$58,480 75	\$836,795 74	38	\$22,020 94



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.				Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.					
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.				
Construction:							
Right of way.....	}				21,050 23	21,050 23	553 95
Other real estate.....							
Fences.....							
Grading and bridge and culvert ma- sonry.....					542,633 48	542,633 48	14,280 35
Bridges and trestles..					7,533 69	7,533 60	198 25
Rails.....							
Ties.....	}				271,314 40	271,314 40	7,139 84
Other superstructure.							
Buildings, furniture and fixtures.....					4,374 03	4,374 03	115 11
Shop machinery and tools.....							
Engineering ex- penses.....							
Interest during con- struction.....							
Discount on securi- ties sold for con- struction.....							
Telegraph line.....					109,500 00	109,500 00	2,881 56
Wharfing, etc.....							
Sidings and yard ex- tensions.....							
Terminal facilities and elevators.....							
Road built by con- tract.....							
Purchase of con- structed road.....							
Other items.....							
Total construct'n.					956,425 83	956,425 83	25,169 06
Equipment:							
Locomotives.....					16,411 25	16,411 25	431 87
Passenger cars.....					5,700 00	5,700 00	150 00
Freight cars.....					9,639 05	9,639 05	253 66
Total equipment..					31,750 30	31,750 30	835 53
Grand total cost con- struction, equipm't, etc.....					\$988,176 13	\$988,170 13	\$26,004 59

## INCOME ACCOUNT.

Gross earnings from operation.....	29,863 06	
Less operating expenses.....	22,714 16	
Income from operation.....		7,148 90
Total income.....		7,148 90
Deductions from income:		
Interest on funded debt accrued.....	10,340 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	782 50	
Taxes.....	1,181 08	
Total deductions from income.....		12,303 53
Deficit.....		5,154 63
Deficit from operations of year ending June 30, 1892.....		5,154 63
Surplus on June 30, 1891.....		303,755 44
		298,600 81
Deductions for year.....		147,210 02
Surplus on June 30, 1892.....		\$151,390 79

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue .....	5,902 57		
Less repayments:			
Excess fares refunded.....		267 70	
Total deductions .....		267 70	
Total passenger revenue.....			5,634 87
Mail.....			1,756 24
Total passenger earnings.....			7,390 11
Freight:			
Freight revenue .....	26,318 73		
Less repayments:			
Overcharge to shippers .....		3,845 78	
Total deductions .....		3,845 78	
Total freight revenue.....	22,472 95		
Total freight earnings.....			22,472 95
Total passenger and freight earnings.....			29,863 06
Total gross earnings from operation.....			\$29,863 06

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	1,266 63	3,799 90	5,066 53
Renewals of rails.....	126 68	380 04	506 72
Renewals of ties.....	293 15	879 44	1,172 59
Repairs of bridges and culverts.....	246 75	740 25	987 00
Repairs of buildings.....	56 01	168 03	224 04
Other expenses.....	88 06	264 19	352 25
<b>Total.....</b>	<b>2,077 28</b>	<b>6,231 85</b>	<b>8,309 13</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	174 78	524 36	699 14
Repairs and renewals of passenger cars.....	39 97	119 02	159 99
Repairs and renewals of freight cars.....	147 36	442 10	589 46
Shop machinery, tools, etc.....	25 64	76 92	102 56
Other expenses.....	13 59	40 77	54 36
<b>Total.....</b>	<b>401 34</b>	<b>1,204 07</b>	<b>1,605 41</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	444 75	1,334 26	1,779 01
Fuel for locomotives.....	315 05	945 15	1,250 20
Water supply for locomotives.....	7 20	21 61	28 81
All other supplies for locomotives.....	70 74	212 21	282 95
Wages of other trainmen.....	378 72	1,136 16	1,514 88
All other train supplies.....	8 95	26 85	35 80
Wages of switchmen, flagmen, and watchmen.....	102 90	308 72	411 62
Wages of station agents, clerks, and laborers.....	495 29	1,485 87	1,981 16
Loss and damage.....	79 47	238 42	317 89
Other expenses.....	33 99	101 97	135 96
<b>Total.....</b>	<b>1,937 06</b>	<b>5,811 22</b>	<b>7,738 28</b>
<b>General expenses:</b>			
Salaries of officers.....	1,100 00	3,300 00	4,400 00
Salaries of clerks.....			
General office expenses and supplies.....			
Rents not otherwise provided for.....			
Stationery and printing.....	46 58	139 74	186 32
<b>Total.....</b>	<b>1,265 33</b>	<b>3,796 01</b>	<b>5,061 34</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	2,077 28	6,231 85	8,309 13
Maintenance of equipment.....	401 34	1,204 07	1,605 41
Conducting transportation.....	1,937 06	5,811 22	7,738 28
General expenses.....	1,265 33	3,796 01	5,061 34
<b>Grand total.....</b>	<b>\$5,681 01</b>	<b>\$17,043 15</b>	<b>\$22,714 16</b>
<b>Percentage of expenses to earnings.....</b>	<b>19.12</b>	<b>67.07</b>	<b>76.19</b>

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	ASSETS.	Item.	Total.	Increase. Decrease.
956,425 83		Cost of road.....	956,425 83		
31,750 30		Cost of equipment.....	31,750 30		
200 00		Land owned.....	200 00		
		Other assets:			
981 17		Materials and supplies.....	905 40		75 77
	\$989,357 30	Grand total.....	\$989,281 53		\$75 77

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	LIABILITIES.	Item.	Total.	Increase. Decrease.
480,000 00		Capital stock.....	480,000 00		
186,385 04		Funded debt.....	318,314 99		131,949 95
38,141 82		Current liabilities.....	68,480 75		29,338 93
1,065 00		Accrued interest on funded debt not yet payable.....	1,065 00		
303,755 44		Profit and loss.....	151,390 79		
	\$989,357 30	Grand total.....	\$989,281 53		\$152,288 88

### IMPORTANT CHANGES DURING THE YEAR.

The balance of the second mortgage bonds have been issued and pledged as security for land damages, loans, and unpaid balances of accounts due by the company. The outstanding second mortgage bonds now being two hundred and fifty thousand dollars, those last issued having all previous coupons, including those due June 10, 1892, detached and cancelled. (See Funded Debt.)

### CONTRACTS, AGREEMENTS, ETC.

Transportation of United States mail as adjusted by the general postoffice department.  
Transportation of insane persons, State military companies, and convicts for the State of Virginia.

### SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Amount of mortgage per mile of line.	What equipme't mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—				
Judgments .....						
First mortgage .....	That in corporation of Fredericksburg .....		38	All .....		All in corporation of Fredericksburg.
Second mortgage .....	Fredericksburg .....	Orange C. H. ....	38	All .....		Franchise and all of company's property.
Equipment trust .....	Fredericksburg .....	Orange C. H. ....	38	All .....		Franchise and all of company's property.
				Locomotive.		

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	.....	4,400 00	
General office clerks.....	1	.....	600 00	
Station agents.....	5	1,356	980 00	72
Other station men.....	2	463	547 48	1 18
Enginemen.....	3	545	1,535 75	2 81
Firemen.....	3	506	640 31	1 27
Conductors.....	1	315	787 50	2 50
Other trainmen.....	2	658	688 70	1 05
Machinists.....	1	48	72 60	1 51
Carpenters.....	1	310	5 45	1 76
Section foremen.....	2	626	9 65	1 54
Other trackmen.....	20	4,746	4,230 27	89
Switchmen, flagmen, and watchmen.....	1	365	410 62	1 12
All other employees and laborers.....	2	224	334 50	2 00
Total (including "general officers")—Virginia.....	47	10,048	16,737 73	
Less "general officers".....	4	.....	5,000 00	
Total (excluding "general officers")—Virginia.....	43	.....	11,737 73	
Distribution of above:				
General administration.....	4	.....	5,000 00	
Maintenance of way and structures.....	26	.....	6,147 37	
Maintenance of equipment.....		.....		
Conducting transportation.....	17	.....	5,590 36	
Total (including "general officers")—Virginia.....	47	.....	16,737 73	
Less "general officers".....	4	.....	5,000 00	
Total (excluding "general officers")—Virginia.....	43	.....	\$11,737 73	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	9,137	
Number of passengers carried one mile.....	175,833	
Average distance carried.....	19.24	
Total passenger revenue.....		5,634 87
Average amount received from each passenger.....		61.677
Average receipts per passenger per mile.....		3.204
Estimated cost of carrying each passenger one mile.....		3.225
Total passenger earnings.....		7,390 11
Passenger earnings per mile of road.....		194 47
Passenger earnings per train mile.....		1 15.848
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	22,276	
Number of tons carried one mile.....	518,413	
Average distance haul of one ton.....	23.272	
Total freight revenue.....		22,472 95
Average amount received for each ton of freight.....		1 00.880
Average receipts per ton per mile.....		4.334
Estimated cost of carrying one ton one mile.....		3.287
Total freight earnings.....		22,472 95
Freight earnings per mile of road.....		591 39.342
Freight earnings per train mile.....		111 11.471
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		28,107 82
Passenger and freight revenue per mile of road.....		739 67.947
Passenger and freight earnings.....		29,863 06
Passenger and freight earnings per mile of road.....		785 87
Gross earnings from operation.....		29,863 06
Gross earnings from operation per mile of road.....		785 87
Expenses.....		22,714 16
Expenses per mile of road.....		597 76.736
<b>Train mileage:</b>		
Miles run by passenger trains.....	80	
Miles run by freight trains.....	1,316	
Miles run by mixed trains.....	25,200	
Total mileage trains earning revenue.....	26,596	
Miles run by switching trains.....	1,256	
Miles run by construction and other trains.....	4,124	
Grand total train mileage.....	31,976	
Mileage of loaded freight cars—north or east.....	No record kept.	
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....		
Mileage of empty freight cars—south or west.....		
Average number of freight cars in train.....		8
Average number of loaded cars in train.....		5
Average number of empty cars in train.....		4
Average number of tons of freight in train.....		33
Average number of tons of freight in each loaded car.....		7

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	1,546		1,546	6.94
Flour.....	179		179	.80
Other mill products.....	91		91	.41
Hay.....	492		492	2.30
Tobacco.....	5		5	.02
Fruit and vegetables.....	37		37	.17
Products of animals:				
Live stock.....	37		37	.17
Dressed meats.....	40		40	.18
Other packing-house products.....		17	17	.08
Poultry, game, and fish.....	101		101	.45
Wool.....	6		6	.02
Hides and leather.....	5		5	.02
Butter.....	8		8	.03
Eggs.....	85		85	.38
Products of mines:				
Anthracite coal.....		100	100	.45
Ores.....	7		7	.03
Stone, sand, and other like articles.....	33		33	.15
Products of forest:				
Lumber.....	13,531		13,531	60.74
Sumac.....	291		291	1.32
Wood, bark, &c.....	3,194		3,194	14.33
Manufactures:				
Petroleum and other oils.....		67	67	.30
Sugar.....		97	97	.44
Naval stores.....		1	1	.00
Other castings and machinery.....	29	43	72	.33
Bar and sheet metal.....	1	6	7	.03
Cement, brick, and lime.....		100	100	.45
Agricultural implements.....		23	23	.10
Wagons, carriages, tools, &c.....	2	10	12	.06
Wines, liquors, and beers.....	4	15	19	.08
Household goods and furniture.....	1	17	18	.08
Guano and fertilizers.....		1,389	1,389	6.25
Merchandise.....	1	39	40	.18
Miscellaneous:				
Other commodities not mentioned above.....	124	502	626	2.81
Total tonnage.....	19,850	2,426	22,276	100



## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		2				
Freight.....		1				
Leased.....						
Total locomotives.....		3				
Cars in passenger service:						
First-class passenger cars.....		1				
Second-class passenger cars.....		1				
Combination passenger cars.....		1				
Total.....		3				
Cars in freight service:						
Box cars.....		7				
Flat cars.....		27				
Stock cars.....		1				
Total.....		35				
Grand total cars.....		38				

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.			RAILS.	
	Main line.	Branches and spurs.	Line operated under lease.	Iron.	Steel.
Miles of single track.....	38				
Miles of yard track and sidings.....	2				
Total mileage operated (all tracks).....	40			37.33	.67

## B. Mileage owned by road making this report.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			RAILS.	
	Main line.	Branches and spurs.	Line operated under lease.	Iron.	Steel.
Total mileage owned (single track).....	38			37.33	.67

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			Average price per ton at distributing point.
KIND.	Tons.	Weight per yard.	
Steel.....	12	50 lbs.	35 95
Total steel.....	12	50 lbs.	\$35 95

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
Oak.....	9,996	13.78
Total.....	9,996	13.78

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—Tons.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....	•.....	402.03			402.03	31,976	25.15
Freight.....							
Switching.....							
Construction.....							
Total.....		402.03			402.03	31,976	25.15
• Average cost at distributing point.....							\$3 68



## OATH.

STATE OF VIRGINIA,  
CITY OF FREDERICKSBURG, } ss:

We, the undersigned, L. Harry Richards, president, and W. H. Richards, treasurer of the Potomac, Fredericksburg and Piedmont railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

L. HARRY RICHARDS, *President.*

W. H. RICHARDS, *Treasurer.*

Subscribed and sworn to before me this 19th day of August, 1892.

A. B. BOTTS,  
*Notary Public.*

## CUMBERLAND VALLEY & MARTINSBURG RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Cumberland Valley and Martinsburg railroad company.

Date of organization—March 17, 1888.

Organized under the laws of West Virginia—Acts of Assembly, February 19, 1868; February 28, 1870. Laws of Virginia—Acts of Assembly, July 9, 1870; February 24, 1888; December 19, 1889.

The Martinsburg and Potomac railroad company was merged into the Cumberland Valley and Martinsburg railroad company under act of the Virginia Legislature, dated December, 1889.

Date and authority for each consolidation—Act of the Legislature of the State of Virginia, dated December 19, 1889.

The Martinsburg and Potomac railroad company was incorporated under the laws of the States of Virginia and West Virginia above given. A portion of the line within the State of West Virginia, from the Potomac river to Martinsburg, was built and put into operation in September, 1873. This portion of the road was sold under a decree of the circuit court of Berkeley county, West Virginia, November 17, 1887. Reorganized March 17, 1888, as the Cumberland Valley and Martinsburg railroad company.

Operated by the Cumberland Valley railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy.....	Chambersburg, Pa.....	January 25, 1893.
John Stewart.....	Chambersburg, Pa.....	
J. F. Boyd.....	Chambersburg, Pa.....	
Chauncey Ives.....	Chambersburg, Pa.....	
M. C. Kennedy.....	Chambersburg, Pa.....	
E. Boyd Faulkner.....	Martinsburg, W. Va.....	
A. J. Thomas.....	Martinsburg, W. Va.....	
George M. Bowers.....	Martinsburg, W. Va.....	
William T. Stewart.....	Martinsburg, W. Va.....	
Holmes Conrad.....	Winchester, Va.....	
R. W. Stone.....	Winchester, Va.....	
German Smith.....	Winchester, Va.....	
James B. Russell.....	Winchester, Va.....	

Total number of stockholders at date of last election—84.

Date of last meeting of stockholders for election of directors—January 26, 1892.

Postoffice address of general office—Martinsburg, W. Va.

Postoffice address of operating office—Chambersburg, Pa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Thomas B. Kennedy.....	Chambersburg, Pa.
Secretary.....	M. T. Ingals.....	Martinsburg, W. Va.
Treasurer.....	James B. Russell.....	Winchester, Va.
Chief Engineer.....	Chauncey Ives.....	Chambersburg, Pa.
General Superintendent.....	J. F. Boyd.....	Chambersburg, Pa.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Cumberland Valley & Martinsburg railroad.....	Potomac River, W. Va.	Winchester, Va.....	33.65	
Total mileage.....			33.65	

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to and operated by the Cumberland Valley railroad company as part of its system for a period of ninety-nine years upon the terms that the receipts from operation shall be applied to the cost of maintaining, keeping and perpetuating the property and equipment used thereon, and all other expenses of operation, including taxes, insurance, &c., &c. The balance remaining to be paid over to the lessor.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	7,000	100	700,000	700,000		
Total.....	7,000	\$100	\$700,000	\$700,000		

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.

Balance—Current liabilities.....	52,904 08	Miscellaneous .....	52,904 08
Total.....	\$52,904 08	Total.....	\$52,904 08

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	700,000 00	700,000 00		33.65	20,802 38
Total.....	700,000 00	\$700,000 00		33.65	\$20,802 38

## B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Cumberland Valley and Martinsburg railroad company.	700,000 00		52,904 08	752,904 08	33.65	22,374 57
Total.....	\$700,000 00		\$52,904 08	\$752,904 08	33.65	\$22,374 57

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

EXPENDITURES DURING YEAR.						
ITEMS.	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.		Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.			
Construction:						
Right of way.....					46,442 16	2,050 43
Other real estate (in West Virginia).....		1,722 70		19,150 00	20,872 70	927 68
Fences.....					6,469 10	285 61
Grading and bridge and culvert ma- sonry.....					173,588 49	7,663 95
Bridges and trestles.....					979 09	43 23
Rails.....					59,752 76	2,638 09
Ties.....					33,870 44	1,627 83
Other superstructure.....					36,985 00	1,632 89
Buildings, furniture, and fixtures.....					36,860 22	1,627 38
Shop machinery and tools.....					667 55	29 47
Engineer's expenses.....					9,222 68	407 18
Telegraph line.....					1,609 83	71 08
Sidings and yard ex- tensions.....					6,816 10	300 93
Terminal facilities and elevators.....					5,414 45	239 05
Purchase of con- structed road (re- organized with capital).....					250,000 00	22,727 28
Other items.....					9,172 13	404 95
Total construction.....		1,722 70		70,000 00	701,722 70	20,833 58
Total cost construc- tion—Virginia.....				\$210,000 00	\$210,000 00	\$22,900 76

NOTE.—No rolling equipment owned.



## INCOME ACCOUNT.

Gross earnings from operation.....	60,904 59	
Less operating expenses.....	54,959 46	
Income from operation.....		5,945 13
Total income.....		5,945 13
Deductions from income:		
Taxes.....	2,959 23	
Permanent improvements.....	1,722 70	
Total deductions from income.....		4,681 93
Net income.....		1,263 20
Surplus from operations of year ending June 30, 1892.....		1,263 20
Deficit on June 30, 1891.....		54,167 28
Deficit on June 30, 1892.....		\$62,904 08

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	6,839 35		
Total passenger revenue.....			6,839 35
Mail.....			712 52
Express.....			654 45
Total passenger earnings.....			8,206 32
Freight:			
Freight revenue.....	4,779 80		
Total freight revenue.....	4,779 80		
Total freight earnings.....			4,779 80
Total passenger and freight earnings.....			12,986 12
Total gross earnings from operation—Virginia.....			12,986 12
Total gross earnings from operation—Entire line.....			60,904 59

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	7,226 04	7,226 06	14,452 09
Renewals of ties.....	941 35	941 35	1,882 70
Repairs of bridges and culverts.....	30 99	31 00	61 99
Repairs of fences, road-crossings, signs, and cattle guards.....	173 06	173 06	346 12
Repairs of buildings.....	452 99	1,937 74	2,390 73
Repairs of telegraph.....	4 44	4 45	8 89
Other expenses.....	38 85	38 86	77 71
<b>Total.....</b>	<b>8,867 72</b>	<b>10,352 51</b>	<b>19,220 23</b>
<b>Maintenance of equipment:</b>			
Other expenses.....	19 88	19 88	39 76
<b>Total.....</b>	<b>19 88</b>	<b>19 88</b>	<b>39 76</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	2,712 35	2,012 88	4,725 23
Fuel for locomotives.....	3,037 84	2,416 86	5,454 70
Water-supply for locomotives.....	206 59	206 58	413 17
Wages of other trainmen.....	2,586 36	2,101 36	4,687 72
Wages of switchmen, flagmen, and watchmen.....	446 75	446 75	893 50
Expense of telegraph, including train dispatchers and operators.....	166 10	166 09	332 19
Wages of station agents, clerks, and laborers.....	2,637 44	4,236 79	6,874 23
Station supplies.....	711 40	145 88	857 28
Car mileage—balance.....	3,073 91	1,098 06	4,171 97
Loss and damage.....	8 76	8 76	17 52
Injuries to persons.....	35 00	35 00	70 00
Other expenses.....	2,824 64	1,469 87	4,294 51
<b>Total.....</b>	<b>18,438 38</b>	<b>14,309 88</b>	<b>32,748 26</b>
<b>General expenses:</b>			
Salaries of clerks.....	383 01	383 01	766 02
Advertising.....	7 25	7 25	14 50
Insurance.....	117 95	151 20	269 15
Legal expenses.....	365 00	365 00	730 00
Stationery and printing.....	100 15	413 54	513 69
Other general expenses.....	332 55	332 55	665 10
<b>Total.....</b>	<b>1,305 91</b>	<b>1,645 30</b>	<b>2,951 21</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	8,867 72	10,352 51	19,220 23
Maintenance of equipment.....	19 88	19 88	39 76
Conducting transportation.....	18,438 38	14,309 88	32,748 26
General expenses.....	1,305 91	1,645 30	2,951 21
<b>Grand total.....</b>	<b>28,631 89</b>	<b>26,327 57</b>	<b>54,959 46</b>
Percentage of expenses to earnings—Entire line.....			90.238
<b>Operating expenses—State of Virginia:</b>			
Maintenance of way and structures.....	2,416 54	2,820 17	5,236 71
Maintenance of equipment.....	3 61	7 24	10 85
Conducting transportation.....	5,025 64	3,899 59	8,925 23
General expenses.....	355 87	448 36	804 23
<b>Total.....</b>	<b>\$7,801 66</b>	<b>\$7,175 36</b>	<b>\$14,977 02</b>
Percentage of expenses to earnings—Virginia.....			116.313

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
	700,000 00		700,000 00		
	54,167 28		52,904 08		1,263 20
	\$754,167 28		\$752,904 08		\$1,263 20
		Cost of road.....			
		Profit and loss.....			
		Grand total.....			

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## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
	700,000 00		700,000 00		
	54,167 28		52,904 08		1,263 20
	\$754,167 28		\$752,904 08		\$1,263 20
		Capital stock.....			
		Current liabilities.....			
		Grand total.....			

## CONTRACTS, AGREEMENTS, ETC.

Adams Express Company.—The lessee company furnishes cars and transportation, for which the express company pays 40 per cent. of the express receipts. United States government pays \$77 81 per mile per annum for the transportation of United States mail.

## EMPLOYEES AND SALARIES.

This road is leased to and operated by the Cumberland Valley railroad company, and the information asked for is not kept separately by the lessee company. Moreover, it is impossible to determine the total number and total yearly compensation of employees in Virginia, as with the exception of a few station and trackmen, employees are not confined to one State. The Cumberland Valley railroad company, however, will be glad to furnish data for this table, embracing the employees of its entire system, the same as furnished for use of the Interstate commerce commission.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

The information asked for is not kept by the Cumberland Valley railroad company's lessee for the leased road separately, but for the system as a whole. The information will be furnished for the whole, if desired.

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

The information asked for has not been kept by the lessee company for the leased line separately, but the freight traffic movement over the entire system will be furnished if it is desired.

## DESCRIPTION OF EQUIPMENT.

No rolling equipment owned or leased.

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and Spurs.			Iron.	Steel.
Miles of single track.....	33.65		33.65			33.65
Miles of yard track and sidings.....	4.51		4.51		4.51	
Total mileage operated (all tracks).....	38.16		38.16		4.51	33.65

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
West Virginia.....	24.48			24.48		24.48
Virginia.....	9.17			9.17		9.17
Total mileage operated (single track).....	33.65			33.65		33.65

## B. II. Mileage owned by road making this report.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs.			Iron.	Steel.
West Virginia—Main line.....	24.48			24.48		24.48
Sidings.....		2.84		2.84	2.84	
Virginia—Main line.....	9.17			9.17		9.17
Sidings.....		1.67		1.67	16.7	
Total mileage owned (single track).....	33.65	4.51		38.16	4.51	33.65

## RENEWALS OF TIES.—ENTIRE LINE.

NEW TIES LAID DURING YEAR.			Average price at distributing point.
KIND.	Number.		
White oak.....	5,206		45 cts.
Total.....	5,206		

## CONSUMPTION OF FUEL BY LOCOMOTIVES.—ENTIRE LINE.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		1,598.30			1,598.30	55,114	57.93
Freight.....		1,453.48			1,453.48	25,278	114.80
Construction.....		18.24			18.24	737	49.37
Total.....		3,070.02			3,070.02	81,129	
Average cost at distributing point.....		\$1 77.64					

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....					1			
Total.....					1			



## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Stone.....	3	250		20		125			
Iron.....	10	353		10		1,793			
Total.....	13	603							
Trestles.....	1	217							
Overhead highway crossings:									
Bridges.....	2							19	
Total.....	2								

Gauge of track—four feet nine inches; 33.65 miles.

## TELEGRAPH.

*Owned by company making this report.*

MILES OF LINE.	MILES OF WIRE.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
		Miles of line.	Miles of Wire.	Miles of line.	Miles of wire.	Name of operating company.
33.65	33.65	33.65	33.65			Cumberland Valley R. R. Co. lessee, for railroad purposes.

## CAR MILEAGE.

This company does not pay any mileage to owners of equipment used on its line, all such matters being settled through the lessee company, which will furnish the complete list for this head covering its entire system, the same as furnished for use of the Interstate Commerce Commission, if it is desired.

## OATH.

STATE OF PENNSYLVANIA, }  
COUNTY OF FRANKLIN, } ss.:

We, the undersigned, Thomas B. Kennedy, President, and W. L. Ritchey, auditor of the Cumberland Valley and Martinsburg railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

THOMAS B. KENNEDY, *President.*

W. L. RITCHEY, *Auditor C. V. R. R. Co.*

Subscribed and sworn to before me this 7th day of September, 1892.

H. B. McNULTY,  
*Justice of the Peace.*



## DANVILLE AND WESTERN RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Danville and Western railway company.

Date of organization—January 14, 1891.

Organized under the laws of the State of Virginia.

Reorganized as the Danville and New River railroad company, March 20, 1873.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John H. Inman.....	New York.....	January, 1893.
Samuel Thomas.....	New York.....	
Joseph D. Blair.....	Danville, Va.....	
Chas. H. Conrad.....	Danville, Va.....	
James G. Penn.....	Danville, Va.....	
D. W. Spencer.....	Spencer, Va.....	
H. C. Lester.....	Martinsville, Va.....	
J. H. Rangelev.....	Stuart, Va.....	

Total number of stockholders at date of last election—3,686.

Date of last meeting of stockholders for election of directors—January 6, 1892.

Postoffice address of general office—Danville, Va.

Postoffice address of operating office—Danville, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	A. B. Andrews.....	Raleigh, N. C.
President.....	A. B. Andrews.....	Raleigh, N. C.
Secretary.....	H. W. Miller.....	Raleigh, N. C.
Treasurer.....	G. K. Griggs.....	Danville, Va.
Attorneys, or General Counsel.....	Green & Miller.....	Danville, Va.
Auditor.....	A. W. Griggs.....	Danville, Va.
General Superintendent.....	G. K. Griggs.....	Danville, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Danville and Western railway.....	Danville.....	Stuart.....	75	
Danville, Mocksville and Southwestern railroad.....	D., M. & S. W. Junction.....	Leaksville, N. C.....	8	

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	3,686	100	2,000,000	368,600		
Total.....	3,686	\$100	\$2,000,000	\$368,600		
Manner of payment for capital stock.	Number of shares issued during year.	Cash rec'd on amt't issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Issued for cash—Common.....			3,686	304,096		
Total.....			3,686	\$304,096		

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.*	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
First mortgage.....	Feb. 4, 1881.	1886.	1,052,000 00	1,052,000 00	1,052,000 00		5 per cent...	1st April & Oct.	52,600 00
Grand total.....			\$1,052,000 00	\$1,052,000 00	\$1,052,000 00				\$52,600 00

\* Road was reorganized and name changed, and all bonds issued for the purchase of road. No actual cash received.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.*	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	1,052,000 00	All.....	52,600 00	25,000 00
Total.....	\$1,502,000 00		\$52,600 00	\$25,000 00

\* Interest guaranteed by Richmond and Danville railroad company. Road only earned \$10,000 of interest, balance paid by Richmond and Danville railroad company, which creates a debt in its favor against Danville and Western railroad.

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	7,316 32	Audited vouchers and accounts.....	1,974 76
Due from agents.....	1,923 01	Wages and salaries.....	3,524 27
		Balance—Cash assets.....	3,740 50
Total.....	\$9,239 33	Total.....	\$9,239 33

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	368,600 00	} All.	{	75	4,914 66
Bonds.....	1,052,000 00			75	14,026 66
Total .....	\$1,420,600 00			75	\$18,941 33

## B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Danville and Western railway.....	\$368,600 00	\$1,052,000 00		\$1,420,600 00	75	\$18,941 33

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.				
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.			
Total construction.....				608,423 21	608,423 21	8,112 31
Equipment.....				73,624 68		
Freight cars.....			1,427 78			
Total equipment.....					75,052 46	1,000 69
Grand total cost con- struction, equip- ment, etc.....				\$682,047 89	\$683,475 67	\$9,113 00

## INCOME ACCOUNT.

Gross earnings from operation.....	82,942 01	
Less operating expenses.....	69,088 94	
Income from operation.....	13,853 07	
Total income.....		13,853 07
Deductions from income:		
Taxes.....	3,768 49	
Permanent improvements.....	1,427 78	
Other deductions (paid R. & D. R. R. Co. \$10,000 on account interest).....	10,115 67	
Total deductions from income.....		15,311 94
Deficit.....		1,458 87
Deficit from operations of year ending June 30, 1892.....		1,458 87
Surplus on June 30, 1891.....		4,631 22
Deductions for year.....		1,458 87
Surplus on June 30, 1892.....		\$3,172 35

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue .....	26,113 55		
Total passenger revenue.....			26,113 55
Mail.....			4,327 68
Total passenger earnings.....			30,441 23
Freight:			
Freight revenue .....	51,055 90		
Total freight revenue.....	51,055 90		
Total freight earnings.....			51,055 90
Total passenger and freight earnings.....			81,497 13
Other earnings from operation:			
Telegraph companies.....	674 44		
Other sources.....	770 44		
Total other earnings .....			1,444 88
Total gross earnings from operation—Entire line.....			\$82,942 01

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	3,556 08	10,668 64	14,224 72
Renewals of rails.....	24 67	74 00	98 67
Renewals of ties.....	1,419 55	4,258 65	5,678 20
Repairs of bridges and culverts.....	1,426 99	4,280 60	5,707 59
Repairs of buildings.....	89 87	269 60	358 47
Repairs of telegraph.....	25 00	75 00	100 00
Other expenses.....	53 05	159 16	212 21
Total.....	6,595 21	19,785 65	26,380 86
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	771 16	2,313 50	3,084 66
Repairs and renewals of passenger cars.....	315 03	945 09	1,260 12
Repairs and renewals of freight cars.....	343 73	1,031 18	1,374 91
Shop machinery, tools, etc.....	265 90	797 70	1,063 60
Other expenses.....	484 52	1,453 58	1,938 10
Total.....	2,180 34	6,541 05	8,721 39
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	2,070 33	6,211 02	8,281 35
Fuel for locomotives.....	1,779 84	5,239 52	7,019 36
Water supply for locomotives.....	15 14	45 43	60 57
All other supplies for locomotives.....	502 26	1,506 80	2,009 06
Expense of telegraph, including train dispatchers and operators.....	205 51	616 55	822 06
Wages of station agents, clerks, and laborers.....	1,965 97	5,897 92	7,863 89
Station supplies.....	168 06	504 19	672 25
Loss and damage.....	131 43	394 31	525 74
Other expenses.....	527 05	1,582 96	2,110 61
Total.....	7,366 19	21,998 70	29,364 89
<b>General expenses:</b>			
Salaries of officers.....	734 57	2,223 72	2,958 29
Advertising.....	15 36	46 09	61 45
Insurance.....	194 25	582 75	777 00
Legal expenses.....	89 39	268 16	357 55
Other general expenses.....	116 88	350 63	467 51
Total.....	1,150 45	3,471 35	4,621 80
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	6,595 21	19,785 65	26,380 86
Maintenance of equipment.....	2,180 34	6,541 75	8,721 39
Conducting transportation.....	7,366 19	21,998 70	29,364 89
General expenses.....	1,150 45	3,471 35	4,621 80
Grand total.....	\$17,292 19	\$51,796 75	\$69,088 94
Percentage of expenses to earnings—Entire line.....			85

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
608,423 21		Cost of road.....	608,423 21		
73,424 68		Cost of equipment.....	73,424 68		
10,000 00		Land owned.....	10,000 00	1,427 78	
10,638 30		Cash and current assets.....	9,239 33		1,458 87
4,631 22		Profit and loss.....	3,172 35		1,458 87
		Grand total.....	\$705,887 35	\$1,427 78	\$2,917 74

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
368,600 00		Capital stock.....	368,600 00		
1,052,000 00		Funded debt.....	1,052,000 00		
6,066 98		Current liabilities.....	5,499 03		567 95
4,631 32		Profit and loss.....	3,172 35		1,458 87
		Grand total.....	\$1,431,298 20		\$2,026 82

## CONTRACTS, AGREEMENTS, ETC.

Contract with the Southern express company.  
 Contract with the United States government mail service.  
 Contract with the Western Union telegraph company.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What securities mortgaged.
	From—	To—	Miles.		
First mortgage.....	Danville.....	Stuart.....	75	\$15,000 00	All.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	365	2,000 00	5 47
Station agents.....	16	5,008	7,080 00	1 41
Other station men.....	9	2,817	2,076 00	73
Engine men.....	4	1,252	2,880 00	2 30
Firemen.....	4	1,252	1,166 00	93
Conductors.....	3	939	1,800 00	1 72
Other trainmen.....	6	1,878	1,440 00	76
Machinists.....	3	1,095	2,560 00	2 33
Carpenters.....	3	939	1,440 00	1 53
Other shopmen.....	7	2,191	2,184 00	99
Section foremen.....	8	2,504	3,180 00	1 30
Other trackmen.....	37	12,121	7,358 00	60
Switchmen, flagmen, and watchmen.....	3	939	864 00	92
Telegraph operators and dispatchers.....	1	313	700 00	2 33
All other employees and laborers.....	9	2,869	4,320 00	1 50
Total (including "general officers").....	114	36,482	41,048 00	1 12
Less "general officers".....	1	365	2,000 00	
Total (excluding "general officers").....	113	36,117	39,048 00	1 08
Distribution of above:				
General administration.....	1	365	2,000 00	5 47
Maintenance of way and structures.....	54	17,494	14,858 00	84
Maintenance of equipment.....	13	4,225	6,184 00	1 46
Conducting transportation.....	46	14,398	18,006 00	1 26
Total (including "general officers").....	114	36,482	41,048 00	
Less "general officers".....	1	365	2,000 00	
Total (excluding "general officers").....	113	36,117	\$39,048 00	



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	33,104	
Number of passengers carried one mile.....	1,158,740	
Average distance carried.....	35	
Total passenger revenue.....		26,113 55
Average amount received from each passenger.....		78 88
Average receipts per passenger per mile.....		2 22
Estimated cost of carrying each passenger one mile.....		1 44
Total passenger earnings.....		30,441 23
Passenger earnings per mile of road.....		366 76.19
Passenger earnings per train mile.....		28.06
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	18,742	
Number of tons carried one mile.....	674,712	
Average distance haul of one ton.....	36	
Total freight revenue.....		51,055 90
Average amount received for each ton of freight.....		2 72.41
Average receipts per ton per mile.....		7.56
Estimated cost of carrying one ton one mile.....		7.67
Total freight earnings.....		51,055 90
Freight earnings per mile of road.....		615 13.13
Freight earnings per train mile.....		47.06
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		77,169 45
Passenger and freight revenue per mile of road.....		929 75
Passenger and freight earnings.....		81,497 13
Passenger and freight earnings per mile of road.....		981 89
Gross earnings from operation.....		82,942 01
Gross earnings from operation per mile of road.....		999 42
Expenses.....		69,088 94
Expenses per mile of road.....		856 48
<b>Train mileage:</b>		
Miles run by passenger trains.....	All mixed.	
Miles run by freight trains.....		
Miles run by mixed trains.....		
Total mileage trains earning revenue.....		108,490
Miles run by construction and other trains.....		21,684
Grand total train mileage.....		130,174
Mileage of loaded freight cars—north or east.....	No record kept.	
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....		
Mileage of empty freight cars—south or west.....		
Average number of freight cars in train.....		
Average number of loaded cars in train.....		
Average number of empty cars in train.....		
Average number of tons of freight in train.....		
Average number of tons of freight in each loaded car.....		

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	804	100	904	
Flour.....	880	220	1,100	
Other mill products.....	312	100	412	
Hay.....	400	250	650	
Tobacco.....	2,600	12	2,612	
Cotton.....		299	299	
Fruit and vegetables.....	200	17	217	
Products of animals:				
Live stock.....	34		34	
Wool.....		34	34	
Products of mines:				
Anthracite coal.....	40	168	208	
Products of forest:				
Lumber.....	700	292	992	
Manufactures:				
Cement, brick, and lime.....	180	45	225	
Merchandise.....	3,026	3,100	6,126	
Miscellaneous:				
Other commodities not mentioned above.....	1,120	3,809	4,929	
Total tonnage—Entire line.....	10,296	8,446	18,742	

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.*		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives.....		5				
Cars in passenger service:						
First-class passenger cars.....		3				
Combination passenger cars.....		2				
Baggage, express, and postal cars.....		2				
Total.....		7				
Cars in freight service:						
Box cars.....		29				
Flat cars.....		29				
Stock cars.....		2				
Other cars.....		3				
Total.....		63				
Total cars owned.....		70				
Grand total cars.....		70				

\* All.

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	75		8	83	45	38
Total mileage operated (all tracks).....	75		8	83		

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	75					
North Carolina.....			8			
Total mileage operated (single track).....	75		8			

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	70					
Total mileage owned (single track).....	70					

## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
Oak.....	29,362	18
Total.....	29,362	18

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—Tons.		WOOD—Cords.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....							
Freight.....							
Switching.....			3,574		5,361	130,174	82.00
Construction.....							
Total.....			3,574		5,361	130,174	82.00
Average cost at distributing point.....			\$1 75				

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Wooden.....	8	1,541		50		800			
Total.....	8	1,541		50		800			
Trestles.....	72	9,759		10		1,200			
Overhead highway crossings:									
Trestles.....	1								
Total.....	1								
Overhead railway crossings:									
Trestles.....	1								
Total.....	1								

Gauge of track—three feet.

## TELEGRAPH.

## A. Owned by company making this report.

MILES OF LINE.	MILES OF WIRE.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
		Miles of Line.	Miles of wire.	Miles of line.	Miles of wire.	Name of operating company.
70						

## B. Owned by another company, but located on property of road making this report.

MILES OF LINE.	MILES OF WIRE.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
14.50		D. M. & S. W. R. R. Co.....	Danville and Western railway.

## OATH.

STATE OF VIRGINIA, }  
CITY OF DANVILLE, } ss.

We, the undersigned, A. B. Andrews, president, and G. K. Griggs, treasurer of the Danville and Western railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

A. B. ANDREWS, *President.*

G. K. GRIGGS, *Treasurer.*

Subscribed and sworn to before me this 25th day of August, 1892.

W. E. GRIGGS,  
*Notary Public.*

## NORFOLK AND OCEAN VIEW RAILROAD AND HOTEL CO.

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### HISTORY.

Name of common carrier making this report—The Norfolk and Ocean View Railroad and Hotel company.

Date of organization—February 27, 1879.

Organized under the laws of the state of Virginia.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Taylor.....	Norfolk, Va.....	June 1st, 1892, or until successor is appointed.
Jas. E. Barry.....	Norfolk, Va.....	
Alex. Tunstall.....	Norfolk, Va.....	
Wm. A. Graves.....	Norfolk, Va.....	
Geo. Newton.....	Norfolk, Va.....	
John Vermillion.....	Norfolk, Va.....	
H. L. Page.....	Norfolk, Va.....	
M. L. T. Davis.....	Norfolk, Va.....	
R. L. Page.....	Norfolk, Va.....	
H. M. Nash.....	Norfolk, Va.....	
J. C. Weston.....	Norfolk, Va.....	

Total number of stockholders at date of last election—30.

Date of last meeting of stockholders for election of directors—June 23, 1892.

Postoffice address of general office—Norfolk, Va.

Postoffice address of operating office—Norfolk, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	Walter H. Taylor.....	Norfolk, Va.
President.....	Walter H. Taylor.....	Norfolk, Va.
Secretary and Treasurer.....	F. S. Taylor.....	Norfolk, Va.

## PROPERTY OPERATED.

*Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the general balance sheet.*

NAME.	Character of business.	Title. (Owned, leased, etc.)	State or Territory.
Ocean View Hotel and privileges at Ocean View*.....	Summer hotel.....	Owned.....	Norfolk county, Va.

\* Rented until May 1, 1892, at \$5,000 per annum.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	4,000	50	20,000	50,000		
Total.....	4,000	\$50	\$20,000	\$50,000		
Manner of payment for capital stock.	Number of shares issued during year.	Cash real'd on amt't issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Issued for cash—Common .....			1,000	50,000		
Total.....			1,000	\$50,000		

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME. Date of issue.	Amount of authorized issue.*	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	INTEREST.			
						Rate.	When payable.	Amount accrued during year.	Amount paid during year.
Coupon bonds.....	July 1, 1891.								
Company's notes outstanding June 30, secured by \$15,000 of coupon bonds of company not yet sold.....	July 1, 1921.		18,000 00	18,000 00	18,000 00	6 per cent.....	Jan. & July.	1,080 00	1,080 00
(Grand total.....)			13,500 00	13,500 00	13,500 00	6 per cent.....	Various times.	810 00	810 00
			\$31,500 00	\$31,500 00	\$31,500 00			\$1,890 00	\$1,890 00

\* Amount fixed by company, \$50,000.

## EQUIPMENT TRUST OBLIGATIONS.

## A. General Statement.

We are under the impression that none of our bonds were issued for the equipment of road.

## B. Statement of Amount.

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
	Cash paid on delivery of equipment.	Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Rate.
Cost of equipment.....	16,284 00					
Total.....	16,284 00					
Total miscellaneous obligations—Company's notes outstanding.....				\$18,000 00	\$18,000 00	6 per cent.



## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount ac- rued during year.	Amount paid during year.
Mortgage bonds.....	18,000 00	18,000 00	1,080 00	1,080 00
Miscellaneous obligations.....	13,500 00	13,500 00	810 00	810 00
Total.....	\$31,500 00	\$31,500 00	\$1,890 00	\$1,890 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	2,804 44	Loans and bills payable.....	13,500 00
		Matured interest coupons unpaid (including coupons due July 1)...	540 00
Total.....	\$2,804 44	Total.....	\$14,040 00

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	50,000 00	44,000 00	37,500 00	8	10,187 50
Bonds.....	{ 18,000 00 13,500 00				
Total .....	\$81,500 00	\$44,000 00	\$37,500 00	8	\$10,187 50

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.*
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.				
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.			
Construction:						
Right of way.....				868 55	868 55	
Grading and bridge and culvert ma- sonory.....				9,375 07	9,375 07	
Bridges and trestles.....				2,000 00	2,000 00	
Rails.....			565 58	22,055 66	22,621 24	
Ties.....						
Buildings, furniture, and fixtures.....			50 00	4,063 38	4,113 38	
Shop machinery and tools.....				331 16	331 16	
Engineer'g expenses.....				707 00	707 00	
Total construction.....				39,400 82	40,016 40	
Equipment:						
Locomotives.....				8,000 00	8,000 00	
Passenger cars.....				4,416 45	4,416 45	
Other cars of all classes.....				1,600 00	1,600 00	
Total equipment.....				14,016 45	14,016 45	
Total cost construc- tion, equipment, etc.....				\$53,417 27	\$54,032 85	\$6,754 11

\* One-eighth of each amount.

## INCOME ACCOUNT.

Gross earnings from operation.....	17,294 31	
Less operating expenses.....	11,661 50	
Income from operation.....		5,642 81
Total income.....		5,642 81
Deductions from income:		
Interest on funded debt accrued.....	1,890 00	
Taxes.....	725 62	
Permanent improvements.....	615 58	
Total deductions from income.....		2,331 20
Net income.....		3,411 61
Total.....		3,411 61
Surplus from operations of year ending June 30, 1892.....		3,411 61
Surplus on June 30, 1891.....		\$1,896 02

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger: Passenger revenue .....	17,294 31		
Total passenger and freight earnings.....			17,294 31
Total gross earnings from operation—Entire line.....			\$17,294 31

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures.....			2,688 52
Maintenance of equipment.....			1,480 67
Conducting transportation.....			3,597 56
General expenses:			
Salaries of officers.....	800 00		
Advertising.....	180 64		
Insurance.....	120 00		
Legal expenses.....	325 00		
Stationery and printing.....	2,458 11		
Total.....	3,883 73		
Recapitulation of expenses:			
Maintenance of way and structures.....			2,688 52
Maintenance of equipment.....			1,480 67
Conducting transportation.....			3,597 56
General expenses.....			3,883 75
Grand total.....			\$11,651 50

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
ASSETS.					
Cost of road.....			40,016 40	615 58	
Cost of equipment.....			14,016 45		
Lands owned.....			51,361 77		
Cash and current assets.....			2,804 44		
Profit and loss.....			3,411 61		
Grand total.....			\$111,610 67	\$615 58	

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
LIABILITIES.					
Capital stock.....		60,000 00			
Funded debt.....		31,500 00			
Profit and loss.....		30,110 67			
Grand total.....		\$111,610 67			

## SECURITY FOR FUNDED DEBT.

Mortgage on the entire property of the company to secure the indebtedness of the company.

## EMPLOYEES AND SALARIES—ENTIRE LINE.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2		800 00	
Enginemen (1 regular—during summer 2).....	2			3 00
Firemen (1 regular—during summer 2).....	2			1 25
Conductors.....	1			2 08
Other trainmen (during the summer).....	2			1 25
Other trackmen.....	5			1 00
Switchmen, flagmen, and watchmen.....	1			1 25
Total (including "general officers").....	15			
Less "general officers".....	2			
Total (excluding "general officers").....	13			
Distribution of above:				
General administration.....	3			
Maintenance of way and structures.....	5			
Maintenance of equipment.....	1			
Conducting transportation.....	4			
Total (including "general officers").....	13			
Less "general officers".....	2			
Total (including "general officers").....	15			

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	61,341	
Number of passengers carried one mile.....	981,456	
Total passenger revenue.....		\$17,294 31
Average amount received from each passenger.....		28.18
Average receipts per passenger per mile.....		1.76
Estimated cost of carrying each passenger one mile.....		1.18
Train mileage:		
Miles run by passenger trains.....	17,746	

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		2				
Total locomotives.....		2				
Cars in passenger service:						
First-class passenger cars.....		5				
Other cars in passenger service.....		5				
Total.....		10				
Total cars owned.....		10				
Grand total cars.....		10				

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and Spurs.			Iron.	Steel.
Miles of single track.....	8		8		8	
Total mileage operated (all tracks).....	8					

## B. Mileage operated by road making this report.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	8			8	All.	
Total mileage operated (single track).....	8			8		

## RENEWALS OF RAILS.

NEW RAILS LAID DURING YEAR.				Average price per ton at distributing point.
KIND.	TONS.	Weight per yard.		
Iron.....		30 lbs.		

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds of fuel consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....	97	42			139	177.46	17 1/2
Total.....	97	42			139	177.46	17 1/2

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.			
		Miles.		Number of curves.	Miles.	Aggregate length of curved line.	Miles.	Length of straight line.	Miles.
From—	To—								
Norfolk	Ocean View	8							
Total		8							

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Wooden	2								
Total	2								

Gauge of track—three feet six and a half inches : 8 miles.

## OATH.

STATE OF VIRGINIA, }  
CITY OF NORFOLK, } ss.

We, the undersigned, W. H. Taylor, President, and Fred. S. Taylor, treasurer of the Norfolk and Ocean View Railroad and Hotel company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. H. TAYLOR, *President.*

F. S. TAYLOR, *Treasurer.*

Subscribed and sworn to before me this 7th day of September, 1892.

H. C. WHITEHEAD,  
*Notary Public.*



## SUFFOLK LUMBER COMPANY.

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### HISTORY.

Name of common carrier making this report—Suffolk Lumber company.

Date of organization—March 20, 1873.

Chartered in Virginia March 20, 1873. Charter amended March 15, 1884.

Chartered in North Carolina March 3, 1881, and amended March 18, 1887.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Jackson.....	Salisbury, Md.	
W. P. Jackson.....	Salisbury, Md.	

## EXPLANATORY REMARKS.

The road franchise and rolling stock is exclusively the property of W. H. Jackson & Son, it having become theirs by purchase from E. E. Jackson & Co., at the dissolution of that firm, January 1, 1889.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. H. Jackson.....	Salisbury, Md.
Auditor.....	I. S. Adams.....	Salisbury, Md.
General Manager.....	D. B. Cannon.....	Whaleyville, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Suffolk Lumber Company....	Suffolk, Va.....	N. C. State line.....		15
Suffolk Lumber Company....	Virginia State line.....	To woods in Gates county, N. C.....		12

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common*...	200			20,000		
Total.....	200			\$20,000		

\* All owned by W. H. Jackson & Son.

## INCOME ACCOUNT.

Gross earnings from operation.....	12,765 29	
Less operating expenses.....	14,475 41	
Deficit.....		\$1,710 12

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue .....	1,000 51		
Total passenger revenue.....			1,000 51
Freight:			
Freight revenue .....			11,764 78
Total gross earnings from operation—Entire line.....			\$12,765 29

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
General expenses:			
Salaries of officers .....		1,000 00	1,000 00
Salaries of clerks.....		1,000 00	1,000 00
Other general expenses.....		12,475 00	12,475 00
Total.....		\$14,475 00	\$14,475 00

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

June 30, 1891—Wharf at Suffolk, \$5,000.

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of forest:				
Lumber (15,932,400 feet).....	23,898			
Wood (4,198 cords) .....	6,297			
Total tonnage—Entire line.....	30,195			

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		2				.
Total locomotives.....		2				
Cars in freight service:						
Flat cars.....		50				
Total.....		50				
Grand total cars.....		50				

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	16	12	27		4	23

## GAUGE OF TRACK.

Gauge of track—three feet six inches.

## OATH.

STATE OF MARYLAND,                    }  
COUNTY OF WICOMICO,                } ss:

We, the undersigned, W. H. Jackson, president, and I. S. Adams, auditor of the Suffolk lumber company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. H. JACKSON, *President.*

I. S. ADAMS, *Auditor.*

Subscribed and sworn to before me this 19th day of August, 1892.

G. SELLMAN WILLIAMS,

*Notary Public.*

## ATLANTIC AND DANVILLE RAILWAY COMPANY.

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### HISTORY.

Name of common carrier making this report—Atlantic and Danville railway company.

Date of organization—December 9, 1882.

Organized under the laws of the States of Virginia and North Carolina.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John E. L. Ryder.....	London, England.....	Road went into the hands of receivers, January 13, 1891.
Isaac L. Rice.....	New York city.....	
Nathan Byar.....	New York city.....	
P. J. Goodhardt.....	New York city.....	
R. M. S. Wortley.....	New York city.....	
J. M. Libbey.....	New York city.....	
R. C. Marshall.....	Portsmouth, Va.....	

Total number of stockholders at date of last election—Not known. Shares represented, 44,358.9.

Date of last meeting of stockholders for election of directors—December 11, 1890.

Postoffice address of general office—Portsmouth, Va.

Postoffice address of operating office—Portsmouth, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	Isaac L. Rice.....	Portsmouth, Va.
Receiver.....	Alfred P. Thom.....	Portsmouth, Va.
President.....	R. M. S. Wortley.....	Portsmouth, Va.
Treasurer.....	Norfolk National bank.....	Duties performed by the General Auditor.
Attorney, or General Counsel for Receiver.....	Rd. Walke.....	Norfolk, Va.
Auditor-General.....	P. G. Chamberlain.....	Portsmouth, Va.
General Manager.....	G. M. Hughes.....	Portsmouth, Va.
General Freight and Passenger Agent.....	W. H. Taylor.....	Portsmouth, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Main line.....	Portsmouth.....	Danville.....	205	205
James river division.....	Belfield.....	Claremont.....	51	51
West Norfolk branch.....	Shoulder's Hill.....	West Norfolk.....	11	
Beamon branch*.....	Beamon.....	Wagner's.....	3	
Buffalo Springs branch.....	Buffalo Junction†.....	Buffalo Springs.....	4	
Hitchcock branch.....	Belfield.....	Hitchcock's Mill.....	6	
Savidge branch.....	Savidge.....	Alcott's Mill.....	5	29
Total mileage operated.....			285	285

\*Reported previously as the Sleepy Hole branch. †Postoffice changed from Atkins to Buffalo junction.

*Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the general balance sheet.*

NAME.	Character of business.	Title. (Owned, leased, etc.)	State or Territory.
Steam tug "Thos. A. Bain"..... Steamboat "City of Chester"....	Used in transferring freight and passengers from Portsmouth to Norfolk .....	Leased .....	Virginia.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	57,548.9	100	5,754,890	5,754,890		
Total.....	57,548.9	\$100	\$5,754,890	\$5,754,890		
Manner of payment for capital stock.	Number of shares issued during year.	Cash real'd on shares not issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Issued for cash—Common.....			57,548.9	5,754,890		
Total.....			57,548.9	\$5,754,890		



## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
Six per cent. gold first mortgage bonds.....	1887	Oct. 1, 1917	\$4,952,000 00	\$4,952,000 00	\$4,952,000 00	Unknown....	6 per cent....	April & Oct....	Unknown.

## EQUIPMENT TRUST OBLIGATIONS.

## A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.	
B 17—Central Car Trust company.....	January 1, 1889	60 months.....	Sixty.....	2 locomotives, 100 flat cars, 4 passenger cars, 1 combination car, 50 box cars.	2 locomotives, 100 flat cars, 4 passenger cars, 1 combination car, 50 box cars.
25—Central Car Trust company.....	March 1, 1889	60 months.....	Sixty.....	1 locomotive, 3 passenger cars.	1 locomotive, 3 passenger cars.
26—Central Car Trust company.....	March 1, 1889	60 months.....	Sixty.....	100 flat cars.	100 flat cars.
27—Central Car Trust company.....	June 1, 1889	60 months.....	Sixty.....	5 locomotives, 1 combination car, 100 box cars.	5 locomotives, 1 combination car, 100 box cars.
31—Central Car Trust company.....	November 1, 1889	60 months.....	Sixty.....	2 locomotives, 100 flat cars, 3 passenger cars, 2 combination cars.	2 locomotives, 100 flat cars, 3 passenger cars, 2 combination cars.
33—Central Car Trust company.....	January 1, 1890	60 months.....	Sixty.....	1 flat.	1 flat.
34—Central Car Trust company.....	March 20, 1890	18 months.....	Eighteen.....	5 passenger cars, 1 combination car.	5 passenger cars, 1 combination car.
31—American Car Equipment company.....	November 20, 1890	16 months.....	Sixteen.....	50 box cars.	50 box cars.
New York Equipment company.....	February 1, 1888	60 months.....	Sixty.....	2 locomotives, 60 flat cars, 4 passenger cars, 50 box cars.	2 locomotives, 60 flat cars, 4 passenger cars, 50 box cars.
New York Equipment company.....	March 1, 1889	60 months.....	Sixty.....	4 locomotives, 50 log cars.	4 locomotives, 50 log cars.
B 190—R. R. Equipment company.....	May 15, 1890	60 months.....	Sixty.....	2 locomotives.	2 locomotives.
Humphreys & Sayce.....	July 1, 1890	12 months.....	Twelve.....		

## EQUIPMENT TRUST OBLIGATIONS.—CONTINUED.

## B. Statement of Amount.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.*		
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.
B 17—Central Car Trust company.....	17,110 00	91,253 40	55,512 48			
23—Central Car Trust company.....	3,150 00	16,800 00	10,780 00			
26—Central Car Trust company.....	3,000 00	16,000 20	10,266 78			
27—Central Car Trust company.....	6,000 00	35,200 20	24,346 81			
31—Central Car Trust company.....	16,600 00	88,523 60	68,613 54			
33—Central Car Trust company.....	13,560 00	72,319 80	58,458 50			
38—Central Car Trust company.....	5,000 00	18,000 00	9,000 00			
31—American Car Equipment company.....	2,000 00	8,000 00	1,612 50			
New York Equipment company.....	6,200 00	41,333 40	17,222 25			
New York Equipment company.....	5,000 00	26,066 40	10,888 72			
B 190—R. R. Equipment company.....	8,320 00	44,373 00	39,196 15			
Humphreys & Sayce.....	1,375 00	4,125 00	2,062 50			
Total.....	\$87,915 00	\$462,605 00	\$313,960 23			

\* Road went into the hands of receiver January 13, 1891, since which time nothing has been paid or taken into account. The interest is included in the amount outstanding, and is calculated from the commencement to the date of maturity, and shown in the original amount.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	INTEREST.	
	Amount issued.	Amount accrued during year.
Mortgage bonds.....	4,952,000 00	287,120 00
Miscellaneous obligations.....	313,960 23	
Total.....	\$5,265,960 23	

## RECEIVER'S CERTIFICATES.

DATE ISSUED.	Amount issued.	Amount outstanding.	PRINCIPAL.		INTEREST.		Rate.
			Amount paid during year.	Am't funded or otherwise disposed of.	Am't accrued during year.	Amount paid during year.	
March 2, 1891.....	110,000 00	110,000 00					
March 2, 1891.....	15,000 00	15,000 00					
September 2, 1891.....	85,000 00	85,000 00					
Total.....	\$210,000 00	\$210,000 00			\$12,050 00	\$10,050 00	6 per cent.

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	36,259 49
Due from agents and conductors.....	20,467 23
Due from solvent companies and individuals.....	9,893 04
Balance—Current liabilities.....	598,786 79
Total.....	\$665,408 55

\* Under the heading "Current Liabilities" the items "Loans and Bills Payable" and "Miscellaneous" are for liabilities incurred prior to receivership. Materials and supplies on hand, \$11,563 26.

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.\*

Receiver's certificates.....	210,000 00
Loans and bills payable.....	373,897 90
Audited vouchers and accounts.....	27,046 19
Wages and salaries.....	35,454 38
Net traffic balances due to other companies.....	1,724 42
Matured interest coupons unpaid (including coupons due July 1).....	4,200 00
Miscellaneous.....	12,528 57
Total.....	\$665,408 55

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	5,754,890 00				
Bonds.....	4,952,000 00				
Equipment trust obligations.....	313,960 23			285	1,101 62
Total.....	\$11,020,850 23				

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.\*

ITEMS.	EXPENDITURES DURING YEAR.			† Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.				
		Charged to income ac- count as per- manent im- provements	Charged to construction or equipment			
Construction :						
Right of way.....		5,055 08				
Other real estate.....		3,945 45				
Grading and bridge and culvert mason- ry.....		27,832 08				
Bridges and trestles.....		1,881 03				
Buildings, furniture, and fixtures.....		7,446 90				
Other items.....		10,825 06				
Total construction.....		56,985 60				
Equipment:						
Floating equipment.....		5,066 46				
Grand total cost con- struction, equip- ment, etc.....		\$62,052 08				

\* All betterment expenses paid out of receiver's certificates.

† Unknown. No information obtainable prior to August 1st, 1890.

## INCOME ACCOUNT.

Gross earnings from operation.....	541,804 97	
Less operating expenses.....	493,555 87	
Income from operation.....		48,249 10
Total income.....		48,249 10
Deductions from income :		
Taxes.....		25,992 74
Net income.....		22,256 36
Surplus from operations of year ending June 30, 1892.....		\$22,256 36

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	115,645 61		
Total passenger revenue.....			115,645 61
Mail.....			14,120 45
Express.....			3,739 51
Other items.....			700 00
Total passenger earnings.....			134,205 57
Freight:			
Freight revenue.....	379,860 06		
Total freight earnings.....			379,860 06
Total passenger and freight earnings.....			514,065 63
Other earnings from operation:			
Switching charges—balance.....	1,054 70		
Rents not otherwise provided for.....	503 23		
Other sources.....	26,181 41		
Total other earnings.....			27,739 34
Total gross earnings from operation—Entire line.....			\$541,804 97

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Mecklenburg county, Va., bonds.....	\$10,000 00	6 per cent.	533 30	\$10,000 00

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	20,720 00	62,187 02	82,916 02
Renewals of rails.....	4 42	13 28	17 70
Renewals of ties.....	3,099 42	9,298 26	12,397 68
Repairs of bridges and culverts.....	3,976 33	11,929 08	15,905 41
Repairs of fences, road-crossings, signs, and cattle guards.....	90 68	272 04	362 72
Repairs of buildings.....	1,260 08	3,780 25	5,040 33
Repairs of docks and wharves.....	849 23	2,547 69	3,396 92
Other expenses.....	263 68	701 05	1,034 73
<b>Total.....</b>	<b>30,272 84</b>	<b>90,818 67</b>	<b>121,091 51</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	6,922 53	20,767 60	27,690 13
Repairs and renewals of passenger cars.....	2,472 14	7,416 40	9,888 54
Repairs and renewals of freight cars.....	6,812 33	20,436 99	27,249 32
Repairs and renewals of ferry-boats, tugs, floats, and barges.....	2,481 53	7,444 60	9,926 13
Shop machinery, tools, etc.....	731 61	2,194 81	2,926 42
Other expenses.....	6 25	18 74	24 99
<b>Total.....</b>	<b>19,426 39</b>	<b>58,279 14</b>	<b>77,705 53</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen	12,974 47	38,923 41	51,897 88
Fuel for locomotives.....	13,740 48	41,221 45	54,961 93
Water supply for locomotives.....	1,635 51	4,906 53	6,542 04
All other supplies for locomotives.....	660 34	1,981 01	2,641 35
Wages of other trainmen.....	10,079 92	30,239 75	40,319 67
All other train supplies.....	1,150 06	3,450 19	4,600 25
Wages of switchmen, flagmen, and watchmen.....	658 68	1,976 04	2,634 72
Expense of telegraph, including train dispatchers and operators.....	3,728 32	11,184 95	14,913 27
Wages of station agents, clerks, and laborers.....	8,826 12	26,478 35	35,304 47
Station supplies.....	433 22	1,299 65	1,732 87
Car mileage—balance.....	985 08	2,955 23	3,940 31
Loss and damage.....	504 52	1,513 55	2,018 07
Injuries to persons.....	1,327 14	3,981 40	5,308 54
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....	4,743 58	14,230 74	18,974 32
Other expenses.....	1,113 22	3,339 64	4,452 86
<b>Total.....</b>	<b>62,560 66</b>	<b>187,681 89</b>	<b>250,242 55</b>
<b>General expenses:</b>			
Salaries of officers.....	2,107 92	6,323 74	8,431 66
Salaries of clerks.....	2,318 32	6,954 95	9,273 27
General office expenses and supplies.....	513 60	1,540 70	2,054 39
Agencies, including salaries and rent.....	610 96	1,832 91	2,443 87
Advertising.....	153 97	461 92	615 89
Insurance.....	738 33	2,214 98	2,953 31
Rents for tracks, yards, and terminals.....	2,690 20	8,070 88	10,761 17
Legal expenses.....	188 40	565 20	753 60
Stationery and printing.....	942 85	2,828 55	3,771 40
Other general expenses.....	864 43	2,593 29	3,457 72
<b>Total.....</b>	<b>11,129 07</b>	<b>33,387 21</b>	<b>44,516 28</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	30,272 84	90,818 67	121,091 51
Maintenance of equipment.....	19,426 39	58,279 14	77,705 53
Conducting transportation.....	62,560 66	187,681 89	250,242 55
General expenses.....	11,129 07	33,387 21	44,516 28
<b>Grand total.....</b>	<b>\$123,388 96</b>	<b>\$370,166 91</b>	<b>\$493,555 87</b>
<b>Percentage of expenses to earnings—Entire line.....</b>			<b>91.09 per cent.</b>

## RENTALS PAID.

B. *Rents paid for lease of other property.*

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owing property leased.	Item.	Total.
Tracks .....	Wythe St. crossing.....	City of Portsmouth.....	3,750 00	
	Gosport spur track.....	S. & R. R. R.....	400 00	
	Bridge at Clarkesville..	R. & D. R. R.....	4,125 00	
				8,275 00
Terminals.....	Wharf at Norfolk.....	Private property.....		2,000 00
		Grand total.....		\$10,275 00

## CONTRACTS, AGREEMENTS, ETC.

## United States mail:

Route 11,034, from July 1, 1889, to June 30, 1893, 54.51 miles, Claremont to Belfield, at \$42 75 per mile.....	2,330 30
Route 114,048, from July 21, 1890, to June 30, 1893, 3.78 miles, Buffalo Junction to Buffalo Springs, at \$42 75 per mile.....	161 59
Route 114,042, from July 1, 1889, to June 30, 1893, 75.73 miles, Portsmouth to Belfield, at \$56 43 per mile.....	4,273 44
Route 114,042, from July 1, 1889, to June 30, 1893, 19.85 miles, Belfield to Lawrenceville, at \$56 43 per mile.....	1,120 13
Route 114,042, from July 1, 1889, to June 30, 1893, 110.69 miles, Lawrenceville to Danville, at \$56 43 per mile.....	6,246 23
	\$14,131 69

## Southern express company:

Date of contract, January 1, 1889, for ten years; 45 per cent. on competitive business; 40 per cent. on non-competitive business.

## Western Union telegraph company:

Date of contract, August 30, 1887. Telegraph line to own and control the same; no revenue to rail-way company.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bond.....	Claremont .....	Belfield.....	54½	16,000 00	All.
First mortgage bond.....	Portsmouth.....	Danville & br'hes..	25½	\$16,000 00	All.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	4	1,464	8,451 66	5 77
General office clerks.....	18	6,588	9,273 27	1 40
Station agents.....	46	16,743	22,080 00	1 32
Other station men.....	48	17,435	15,691 00	90
Enginemen.....	27	10,046	32,649 50	3 25
Firemen.....	24	8,054	13,289 10	1 65
Conductors.....	22	7,462	18,655 00	2 50
Other trainmen.....	42	15,742	23,613 00	1 50
Machinists.....	20	6,412	14,427 00	2 25
Carpenters.....	8	2,598	5,845 50	2 25
Other shopmen.....	97	29,638	42,975 10	1 45
Section foremen.....	46	16,625	23,275 00	1 40
Other trackmen.....	297	92,877	91,948 23	99
Switchmen, flagmen, and watchmen.....	6	2,108	2,108 00	1 00
Telegraph operators and dispatchers.....	10	3,610	6,678 50	1 85
Employees—account floating equipment.....	22	8,030	13,088 90	1 63
All other employees and laborers.....	20	7,454	18,498 92	2 48
Total—Whole line.....	757	252,886	362,547 68	1 43
Distribution of above:				
General administration.....	22	8,052	17,724 93	
Maintenance of way and structures.....	343	109,502	115,223 23	
Maintenance of equipment.....	125	38,648	63,247 60	
Conducting transportation.....	267	96,684	166,351 92	
Total—Whole line.....	757	252,886	362,547 68	1 43
Total (including "general officers")—Entire line.....	7 57	252,886	\$362,247 68	\$1 43



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	209,580	
Number of passengers carried one mile.....	4,092,524	
Average distance carried.....	19	
Total passenger revenue.....		115,645 61
Average amount received from each passenger.....		55.179
Average receipts per passenger per mile.....		2.825
Estimated cost of carrying each passenger one mile.....		3.016
Total passenger earnings.....		134,205 57
Passenger earnings per mile of road.....		470 89.873
Passenger earnings per train mile.....		43.066
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	380,345	
Number of tons carried one mile.....	19,869,378	
Average distance haul of one ton.....	52	
Total freight revenue.....		379,860 06
Average amount received for each ton of freight.....		99.872
Average receipts per ton per mile.....		1.911
Estimated cost of carrying one ton one mile.....		2.485
Total freight earnings.....		379,860 06
Freight earnings per mile of road.....		1,332 84.231
Freight earnings per train mile.....		1 29.152
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		495,505 67
Passenger and freight revenue per mile of road.....		1,738 61.638
Passenger and freight earnings.....		514,065 63
Passenger and freight earnings per mile of road.....		1,803 73.906
Gross earnings from operation.....		541,804 97
Gross earnings from operation per mile of road.....		1,901 07.007
Expenses.....		493,555 87
Expenses per mile of road.....		1,731 77.498
<b>Train mileage:</b>		
Miles run by passenger trains.....	292,066	
Miles run by freight trains.....	235,430	
Miles run by mixed trains.....	78,250	
Total mileage trains earning revenue.....	605,746	
Miles run by switching trains.....	156,500	
Miles run by construction and other trains.....	93,900	
Grand total train mileage.....	856,146	
Mileage of loaded freight cars—north or east.....	164,800	
Mileage of loaded freight cars—south or west.....	70,630	
Mileage of empty freight cars—north or east.....	112,350	
Mileage of empty freight cars—south or west.....	123,080	
Average number of freight cars in train.....	15	
Average number of loaded cars in train.....	9	
Average number of empty cars in train.....	6	
Average number of tons of freight in train.....	163	
Average number of tons of freight in each loaded car.....	17	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....			1,501	.40
Flour.....			2,101	.55
Hay.....			2,302	.61
Tobacco.....			23,220	6.11
Cotton.....			11,913	3.13
Fruit and vegetables.....			3,300	.87
Products of animals:				
Live stock.....			100	.02
Products of forest:				
Lumber, logs, and cord wood.....			232,207	61.05
Merchandise.....	}		103,704	27.26
Miscellaneous and other commodities not men- tioned above.....				
Total tonnage.....			380,345	100

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.		
			No.	Kind.	No.	Kind.	
Locomotives:							
Passenger.....	}	10	10	Westinghouse.			
Freight.....		20	"				
Leased.....							
Total locomotives.....		30	10				
Cars in passenger service:							
Second-class passenger cars.....		5	5	Westinghouse.		Miller.	
Combination passenger cars.....		2	2	"		"	
Baggage, express, and postal cars.....		1	1	"		"	
Total ..		8	8	"		"	
Cars in freight service:							
Box cars.....		15					
Flat cars.....		69					
Coal cars.....		3					
Total.....		87					
Total cars owned.....		95	8				
Cars leased.....		670					
Grand total cars.....		765					

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.*	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	266	19	1.50	285	.....	283.50
Miles of third rail.....						2
Total mileage operated (all tracks).....	266	19	.....	285	.....	285.50

\* Included in 266, main line.

B. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.*	Total mileage, excluding trackage rights.	RAILS.	
	Main line.*	Branches and spurs.			Iron.	Steel.
North Carolina.....	22.01			22.01	.....	22.01
Virginia.....	243.99	19	1.50	262.99	.....	263.49
Total mileage operated (single track).....	266	19	1.50	285	.....	285.50

\* Included in main line.

## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
Switch ties.....	3,000	59.15 cts.
Cross ties.....	33,145	26 cts.
Total.....	36,145	

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....	7,517		150		8,644	360,485	40.190
Freight.....	7,122		100		8,126	278,174	58.428
Switching.....	2,647		50		3,039	128,982	47.133
Construction.....	2,000		50		2,415	97,897	49.354
Total.....	19,376		350		22,224	865,538	
Average cost at distributing point.....	\$2 85		75				

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN. FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	2	30					2	30
Falling from trains and engines...	1						1	
Overhead obstructions.....	1						1	
Collisions.....		1			2	2	2	3
Deraillments.....		2						2
Other train accidents.....	1	1					1	1
Other causes.....						5		5
Total.....	5	34			2	7	7	41

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.				TRESPASSING.		NOT TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....						1		
At stations.....		1					1	
Other causes.....	1		4				4	
Total.....	1	1	4		1		5	

## EXPLANATION OF ACCIDENTS.

One section foreman injured, run over by hand car, June 17, 1891.  
 One colored man asleep on track, killed by train, July 2, 1891.  
 Two section laborers injured by hand car jumping track, August 11, 1891.  
 One brakeman jumped from car and broke his leg, September 15, 1891.  
 One brakeman killed by train backing on him, August 22, 1891.  
 One passenger (drunk) fell off the train and was killed, November 9, 1891.  
 One man sitting on track (drunk), killed by train, December 23, 1891.  
 One man asleep on track, killed by train, June 27, 1892.  
 One boy playing on track, killed by train, December 22, 1891.  
 Two section laborers injured by land slide, February 17, 1892.

## CHARACTERISTICS OF ROAD.

## WORKING DIVISIONS OR BRANCHES.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.				PROFILE.						
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Miles.	Length of straight line.	Length of level line.	Number.	Sum of ascending grades.	Aggregate length of ascending grades.	Number.	Sum of descending grades.	Aggregate length of descending grades.
									Feet.	Miles.		Feet.	Miles.
Portsmouth.....	Lawrenceville.....	96	60	34,2453	70,2895	42,130		65	1,100	27,2220	66	487	22,5920
Lawrenceville.....	Lawville.....	109	244	41,5160	68,42	25,1020		101	2,190	46,3040	96	275	40,1320
James River Junction.....	Lawrenceville.....	103	40	5,2822	43,2458	33,2840		42	406	8,3400	41	355	8,4260
Shoulder's Hill.....	West Norfolk.....	11	4	5,555	10,4725	9,2560		2	32	4,000	1	37	4,000
Buffalo Junction.....	Buffalo Springs.....	4	12	2,840	1,440	4,720		5	98	1,2720	5	145	1,3211
Belfield.....	Hitchcock's Mills.....	6	22	3,160	2,5220	2,5220		16	275	3,5280	14	195	2,4040
Roarmon.....	Waggoner's.....	3	0	4,900	2,840	2,840		2	22	4,500	2	18	4,180
Savidge.....	Alcott's Mill.....	5	18	2,2840	3,2440	3,1640		5	57	1,1020	8	77	1,2620

\* These figures indicate feet.

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges :									
Wooden.....	8	750	.....	60	.....	150			
Total.....	8	750							
Trestles.....	249	30,190		10	.....	1,430			
Overhead highway crossings :									
Trestles.....	6								19
Total.....	6								19
Overhead railway crossings :									
Bridges.....	2								19
Total.....	2								19

Gauge of track—four feet nine inches; 232.50 miles.

Gauge of track—three feet; 51 miles.

## TELEGRAPH.

*Owned by another company, but located on property of road making this report.*

MILES OF LINE.	MILES OF WIRE.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
280	271	Western Union Tel. Co.....	Western Union Tel. Co.

## OATH.

STATE OF VIRGINIA, }  
COUNTY OF NORFOLK, } ss:

We, the undersigned, G. M. Hughes, general manager, and P. G. Chamberlain, general auditor of the Atlantic and Danville railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

G. M. HUGHES,  
*General Manager.*

P. G. CHAMBERLAIN,  
*General Auditor.*

Subscribed and sworn to before me this 4th day of November, 1892.

W. A. FENTRESS,  
*Notary Public.*

## FARMVILLE AND POWHATAN RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—The Farmville and Powhatan railroad company.

Date of organization—March 10, 1884.

Organized under the laws of the State of Virginia. Special charter granted by act of assembly passed March 3, 1884, chapter 233. Amendatory acts passed March 5, 1888, chapter 491, and March 5, 1890, chapter 478.

The Brighthope railway company's road was purchased and merged into the Farmville and Powhatan railroad. The Brighthope railway was the successor of the old Clover Hill railroad, which was chartered by act of assembly of the State of Virginia, passed February 5, 1841, and amended December 16, 1843, February 19, 1845, March 4, 1846, and March 16, 1858, and was sold under foreclosure in 1877 to its bondholders, who reorganized it under the name of the Brighthope railway company.

The date of the purchase of the Brighthope railway was July 23, 1889, and property delivered October 1, 1889.

The authority to purchase is conferred on the Farmville and Powhatan railroad by its charter.

The authority for the sale of the Brighthope railway was under the general statutes relating to foreclosures.



## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
N. V. Randolph.....	Richmond, Va.....	August 17, 1892.
O. T. Wicker.....	Farmville, Va.....	
Franklin Stearns.....	Richmond, Va.....	
W. S. Archer.....	Richmond, Va.....	
J. E. Werth.....	Richmond, Va.....	

Total number of stockholders at date of last election—34.

Date of last meeting of stockholders for election of directors—September 2, 1891.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Chester, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Joseph Hobson.....	Richmond, Va.
First Vice-President.....	James R. Werth.....	Richmond, Va.
Secretary and Treasurer.....	G. M. Wilson.....	Richmond, Va.
Attorney, or General Counsel.....	Pegram & Stringfellow.....	Richmond, Va.
Auditor.....	R. T. Wilson.....	Richmond, Va.
General Manager.....	James R. Werth.....	Richmond, Va.
Assistant General Manager.....	W. B. Strother.....	Chester, Va.
Chief Engineer.....	H. A. Whiting.....	Richmond, Va.
Master of Transportation.....	G. E. Ruffin.....	Chester, Va.
General Freight and Passenger Agent.....	R. T. Wilson.....	Richmond, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Main line.....	Bermuda.....	Farmville.....	88.72	88.72
Branches and spurs.....	Coalboro.....	Winterpock.....	4	
	Phaup.....	R. & D. Junction.....	.64	7.14
	Chester.....	R. & P. Junction.....	.50	
	Dry Creek.....	Cumberland mines.....	2	
Total mileage operated.....				95.86

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED THIS YEAR.	
					Rate.	Amount.
Capital stock—Common.....	5,000	100	500,000	497,100		
Preferred.....	5,000	100	500,000	500,000		
Total.....	10,000	\$100	\$1,000,000	\$997,100		
Manner of payment for capital stock.	Number of shares issued during year.	Cash rec'd on amount issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Issued for construction:						
Common.....			1,875		}	Paid out at par for construction.
Preferred.....			3,300			
Issued for reorganization:						
Common.....			1,796		}	Issued at par for purchase of constructed road from the Bright-hope railway co.
Preferred.....			1,670			
Issued for town and county bonds.....			1,300			Issued at par for bonds of the town of Farmville and counties of Powhatan and Cumberland.
Total.....			9,971			

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.*	Rate.	INTEREST.	
	Date of issue.	When due.						When payable.	Amount accrued during year.
First mortgage coupon.	May, 1888.	May, 1922.	550,000 00	320,000 00	320,000 00		6 per cent.	May & Nov.	19,200 00
Second mort. income.	July 25, 1889.	July 25, 1923.	720,000 00	500,000 00	500,000 00		6 per cent.	Feb. & Aug.	19,200 00
Grand total.			\$1,270,000 00	\$820,000 00	\$820,000 00				\$19,200 00

\* Par value realized in property and construction. † If earned.

## EQUIPMENT TRUST OBLIGATIONS.

## A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.
American Car and Equipment company, series B 11.	May 10, 1889.	Three years.	Thirty-six.	1 18-ton 8-wheel locomotive, 20 gondola flat cars, 5 box cars.
American Car and Equipment company, series B 20.	September 10, 1889.	Four years.	Forty-eight.	5 passenger cars, 1 combination car, 1 baggage car.
New York Equipment company.	September 1, 1889.	Three years.	Thirty-six.	3 Baldwin consolidated locomotives.

## EQUIPMENT TRUST OBLIGATIONS.—CONTINUED.

## B. Statement of Amount.

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS— PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
	Cash paid on delivery of equipment.	Original amount.	Amount outstanding.	Amount ac- rued during year.	Amount paid during year.	Rate.
American Car and Equipment company, series B 11.....	1,327 25	3,981 75	.....	109 40	119 35	6 per cent.
American Car and Equipment company, series B 20.....	1,825 00	7,300 00	2,585 42	803 60	223 40	6 per cent.
New York Equipment company.....	2,625 00	7,875 00	437 50	708 84	255 97	6 per cent.
Total.....	5,777 25	19,156 75	3,022 92	1,000 49	598 72	6 per cent.
Total "miscellaneous obligations".....	\$5,777 25	\$19,156 75	\$3,022 92	\$1,000 49	\$598 72	

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	INTEREST.	
	Amount outstanding.	Amount paid dur- ing year.
Mortgage bonds.....	320,000 00	19,200 00
Miscellaneous obligations.....	19,156 75	598 72
Income bonds.....	500,000 00	500 00
Total.....	\$839,156 75	\$19,798 72

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	1,545 76	Loans and bills payable.....	41,917 52
Due from agents.....	1,462 14	Audited vouchers and accounts...	18,522 70
Net traffic balances due from other companies.....	389 84	Wages and salaries.....	10,705 74
Due from solvent companies and individuals.....	7,769 48	Net traffic balances due to other companies.....	56 27
Other cash assets (excluding "ma- terials and supplies")*.....	931 39		
Balance—Current liabilities.....	59,103 62		
Total.....	\$71,202 23	Total.....	\$71,202 23

\* Materials and supplies on hand, \$6,544 39.

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	997,100 00	997,100 00		95.86	10,401 62
Bonds.....	820,000 00	820,000 00			8,554 14
Equipment trust obligations.....	3,378 78	3,378 78			35 28
Total.....	\$1,820,478 78	\$1,820,478 78		95.86	\$18,991 04

## B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Farmville and Pow- hatan railroad.....	\$997,100 00	\$823,378 78	\$59,103 62	\$1,879,582 40	95.86	\$19,607 57

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

EXPENDITURES DURING YEAR.						
ITEMS.	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.		Total cost	Total cost	Cost per mile.
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.	to June 30, 1891.	to June 30, 1892.	
Construction:						
Bridges and trestles.....				21 12	21 12	22
Ties.....				1,777 41	1,777 41	18 54
Other superstructure.....				1,211 83	1,211 83	12 64
Buildings, furniture, and fixtures.....			976 39	2,742 95	3,719 34	38 80
Engineering expenses.....			288 51		288 51	3 01
Telegraph line.....				389 82	389 82	4 07
Wharfing, etc.....				25 00	25 00	26
Sidings and yard ex- tensions.....				441 23	441 23	4 60
Terminal facilities and elevators.....				30 00	30 00	31
Road built by con- tract.....				1,275,524 92	1,275,524 92	13,306 12
Purchase of con- structed road.....				523,100 00	523,100 00	5,456 92
Other items.....				50 00	50 00	52
Total construction.....			1,264 90	1,805,314 28	1,806,579 18	18,846 01
Equipment:						
Locomotives.....				25,286 60	25,286 60	263 78
Passenger cars.....				9,231 82	9,231 82	96 30
Baggage, express, and postal cars.....				973 64	973 64	10 16
Combination cars.....				1,000 48	1,000 48	10 43
Freight cars.....				18,029 59	18,029 59	188 06
Other cars of all classes.....				784 46	784 46	8 18
Total equipment.....				55,306 59	55,306 59	576 93
Total cost construc- tion, equipment, etc.....			\$1,264 90	\$1,860,620 87	\$1,861,885 77	\$19,422 96

## INCOME ACCOUNT.

Gross earnings from operation.....	86,578 96	
Less operating expenses.....	72,703 77	
<b>Income from operation.....</b>		<b>13,875 19</b>
Miscellaneous income—less expenses.....	8,643 49	
<b>Income from other sources.....</b>		<b>8,643 49</b>
<b>Total income.....</b>		<b>22,518 68</b>
<b>Deductions from income:</b>		
Interest on funded debt accrued.....	19,200 00	
Interest on interest-bearing current liabilities accrued, not other- wise provided for.....	2,941 17	
Taxes.....	4,297 35	
<b>Total deductions from income.....</b>		<b>26,438 52</b>
<b>Deficit.....</b>		<b>3,919 84</b>
Deficit from operations of year ending June 30, 1892.....		3,919 84
Deficit on June 30, 1891.....		10,432 40
<b>Deficit on June 30, 1892.....</b>		<b>\$14,352 24</b>

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue .....	12,095 59		
Total passenger revenue.....			12,095 59
Mail.....			3,756 30
Express.....			329 01
Extra baggage and storage.....			9 25
Total passenger earnings.....			16,190 15
<b>Freight:</b>			
Freight revenue.....	63,988 15		
Less repayments:			
Overcharge to shippers .....		135 84	
Total deductions .....		135 84	
Total freight revenue.....			63,852 31
Other items (stevedore earnings, \$1,706 53; trans- fer earnings, \$4,340 45).....			6,046 97
Total freight earnings.....			69,899 28
Total passenger and freight earnings.....			86,089 43
<b>Other earnings from operation:</b>			
Telegraph companies.....	109 56		
Rents not otherwise provided for.....	364 00		
Other sources.....	15 97		
Total other earnings .....			489 53
Total gross earnings from operation.....			\$86,578 96

## MISCELLANEOUS INCOME.

ITEMS.	Gross income.	Less expenses.	Net miscella- neous income.
Coupons of the first mortgage bonds, maturing May 1, 1892, donated to the company by the con- tractors .....	8,566 65		8,566 65
Old material sold.....	76 84		76 84
Total .....	\$8,643 49		\$8,643 49

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	3,342 54	10,027 62	13,370 16
Renewals of ties.....	230 18	660 55	890 73
Repairs of bridges and culverts.....	247 98	743 94	991 92
Repairs of fences, road-crossings, signs, and cattle guards.....	10 42	31 24	41 66
Repairs of buildings.....	340 67	1,022 00	1,362 67
Repairs of docks and wharves.....	31 54	94 62	126 16
Repairs of telegraph.....	27 72	83 17	110 89
Other expenses.....	11 00	33 00	44 00
<b>Total.....</b>	<b>4,232 05</b>	<b>12,696 14</b>	<b>16,928 19</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	1,250 27	3,750 83	5,001 10
Repairs and renewals of passenger cars.....	1,080 90		1,080 90
Repairs and renewals of freight cars.....		1,904 24	1,904 24
Shop machinery, tools, etc.....	723 46	2,170 40	2,893 86
<b>Total.....</b>	<b>3,054 63</b>	<b>7,825 47</b>	<b>10,880 10</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	1,519 07	4,557 21	6,076 28
Fuel for locomotives.....	1,785 13	5,355 40	7,140 53
Water-supply for locomotives.....	485 31	1,455 94	1,941 25
All other supplies for locomotives.....	127 03	381 11	508 14
Wages of other trainmen.....	1,056 80	3,170 42	4,227 22
All other train supplies.....	47 37	142 11	189 48
Expense of telegraph, including train dispatchers and operators.....	719 18	2,157 54	2,876 72
Wages of station agents, clerks, and laborers.....	1,730 62	5,191 86	6,922 48
Station supplies.....	20 88	62 66	83 54
Loss and damage.....	152 98	468 96	621 94
Injuries to persons.....	38 40		38 40
Other expenses.....	61 97	185 90	247 87
Stevedore expenses.....		4,048 68	4,048 68
<b>Total.....</b>	<b>7,744 74</b>	<b>27,167 79</b>	<b>34,912 53</b>
<b>General expenses:</b>			
Salaries of officers.....	1,750 00	5,250 00	7,000 00
Salaries of clerks.....	143 95	431 88	575 83
General office expenses and supplies.....	177 65	532 97	710 62
Advertising.....	125 80	377 41	503 21
Expense of traffic associations.....	4 39	13 17	17 56
Rents not otherwise provided for.....	62 50	187 50	250 00
Legal expenses.....	22 06	66 26	88 35
Stationery and printing.....	154 34	463 03	617 37
Other general expenses.....	55 00	165 01	220 01
<b>Total.....</b>	<b>2,495 72</b>	<b>7,467 23</b>	<b>9,962 95</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	4,232 05	12,696 14	16,928 19
Maintenance of equipment.....	3,054 63	7,825 47	10,880 10
Conducting transportation.....	7,744 74	27,167 79	34,912 53
General expenses.....	2,495 72	7,467 23	9,962 95
<b>Grand total.....</b>	<b>\$17,527 14</b>	<b>\$55,176 63</b>	<b>\$72,703 77</b>
Percentage of expenses to earnings.....	108.25	78.93	84.53



## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		ASSETS.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.		Item.	Total.		Increase.	Decrease.
	1,806,314 28	Cost of road.....		1,806,579 18		1,264 90	
	55,306 59	Cost of equipment.....		55,306 59			
	11,723 44	Cash and current assets.....		12,098 61		1,375 17	
		Other assets:					
	4,050 50	Materials and supplies.....		6,544 39		2,494 89	
	10,432 40	Profit and loss.....		14,352 24		3,919 84	
	\$1,886,836 21	Grand total.....		\$1,894,881 01		\$9,044 80	

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		LIABILITIES.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.		Item.	Total.		Increase.	Decrease.
	997,100 00	Capital stock.....		997,100 00			
	829,973 50	Funded debt.....		823,378 78			6,594 72
	56,562 71	Current liabilities.....		71,202 23			
	3,200 00	Accrued interest on funded debt not yet payable.....		3,200 00		14,640 52	
	\$1,886,836 21	Grand total.....		\$1,894,881 01		\$14,640 52	\$6,594 72

### IMPORTANT CHANGES DURING THE YEAR.

A spur constructed from Dry Creek, on the main line, to the coal mines of the Farmville (coal and Iron company, in Cumberland county—two miles.  
A part of the Coalboro' and Eppes Falls spur, extended from Winterpock to Eppes Falls, abandoned and taken up, amounting to 2.73 miles

### CONTRACTS, AGREEMENTS, ETC.

Contract with Southern express company for the transportation of express matter on the passenger trains, the railroad company to receive 40 per cent. of the earnings.

Two contracts with United States government for the transportation of mails—one (No. 114,017) from Bermuda to Winterpock, 28.06 miles, and (No. 114,046) from Skinsquarter to Farmville, 60.02 miles—total, 88.08 miles at \$47 75 per mile.

Richmond and Danville railroad company.—Exchange of traffic at joint rates fixed by associated roads of Virginia and the Carolinas.

Richmond and Petersburg railroad company.—Exchange of traffic at rates fixed by the associated roads of Virginia and the Carolinas.

Western Union telegraph company.—The railroad company to receive 50 per cent. of total cash receipts of the telegraph office maintained and operated by it at places where telegraph company has no separate office.

### SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—				
First mortgage, coupon.....	Bermuda.....	Brookneal.....	140	All equipment owned.	All net income.	
Second mortgage, income.....	Bermuda.....	Brookneal.....	140	All equipment owned.	Net income after payment of 1st mortgage interest.	
American Car and Equipment company, series B 11 (paid in full).						
American Car and Equipment company, series B 20.....						
New York Equipment company.....				5 passenger, 1 combined passenger and freight, 3 consolidated locomotives.		

## EMPLOYEES AND SALARIES—ENTIRE LINE.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	7	2,094	9,500 00	4 53
General office clerks.....	2	629	832 67	1 32
Station agents.....	15	4,782	4,425 15	92
Other station men.....	6	1,774	917 82	52
Enginemen.....	5	1,578	4,332 43	2 75
Firemen.....	5	1,582	1,987 97	1 25
Conductors.....	3	980	1,571 66	1 60
Other trainmen.....	9	2,760	2,708 39	98
Machinists.....	5	1,468	2,410 51	1 64
Carpenters.....	3	923	1,396 27	1 51
Other shopmen.....	6	1,994	2,800 53	1 40
Section foremen.....	12	3,771	4,024 95	1 30
Other trackmen.....	32	9,936	7,842 49	79
Switchmen, flagmen, and watchmen.....	2	665	336 00	50
Telegraph operators and dispatchers.....	2	672	1,082 45	1 60
All other employees and laborers.....	24	7,632	7,314 39	95
Total (including "general officers").....	138	43,244	54,383 68	1 28
Less "general officers".....	7	2,094	9,500 00	
Total (excluding "general officers").....	131	41,150	44,883 68	1 09
Distribution of above:				
General administration.....			7,845 83	
Maintenance of way and structures.....			14,550 31	
Maintenance of equipment.....			6,816 05	
Conducting transportation.....			24,522 19	
Construction, supplies, individuals, and companies.....			649 30	
Total (including "general officers").....			54,383 68	
Less "general officers".....			9,500 00	
Total (including "general officers").....			\$44,883 68	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	20,671	
Number of passengers carried one mile.....	433,939	
Average distance carried.....	20.99	
Total passenger revenue.....		12,095 59
Average amount received from each passenger.....		58.514
Average receipts per passenger per mile.....		2.787
Estimated cost of carrying each passenger one mile.....		4.038
Total passenger earnings.....		16,190 15
Passenger earnings per mile of road.....		168 89.369
Passenger earnings per train mile.....		31.475
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	87,245	
Number of tons carried one mile.....	2,422,843	
Average distance haul of one ton.....	20.89	
Total freight revenue.....		63,852 31
Average amount received for each ton of freight.....		73.164
Average receipts per ton per mile.....		2.701
Estimated cost of carrying one ton one mile.....		2.272
Total freight earnings.....		69,899 28
Freight earnings per mile of road.....		729 18.068
Freight earnings per train mile.....		1 08.589
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		75,947 90
Passenger and freight revenue per mile of road.....		792 27.9
Passenger and freight earnings.....		86,089 43
Passenger and freight earnings per mile of road.....		898 07.5
Gross earnings from operation.....		86,578 96
Gross earnings from operation per mile of road.....		903 18.1
Expenses.....		72,703 77
Expenses per mile of road.....		758 43.7
<b>Train mileage:</b>		
Miles run by passenger trains.....	36,794	
Miles run by freight trains.....	20,442	
Miles run by mixed trains.....	58,571	
Total mileage trains earning revenue.....	115,807	
Miles run by construction and other trains.....	9,321	
Grand total train mileage.....	125,128	
Mileage of loaded freight cars—east.....	260,935	
Mileage of loaded freight cars—west.....	124,383	
Mileage of empty freight cars—east.....	87,751	
Mileage of empty freight cars—west.....	232,211	
Average number of freight cars in train.....	17.17-24	
Average number of loaded cars in train.....	9.7-24	
Average number of empty cars in train.....	8.10-24	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	198	208	406	.46
Flour.....	176	317	493	.57
Other mill products.....		297	297	.34
Hay.....		313	313	.36
Tobacco.....	915		915	1.04
Fruit and vegetables.....		36	36	.04
Products of animals:				
Live stock.....	59	8	67	.07
Dressed meats.....		132	132	.15
Other packing-house products.....		73	73	.08
Products of mines:				
Bituminous coal.....	437		437	.50
Stone, sand, and other like articles.....	6,190		6,190	7.08
Products of forest:				
Lumber.....	20,295		20,295	23.25
Cord wood.....	40,632		40,632	46.57
Ties, logs, staves, billets, bark, etc.....	14,736		14,736	16.89
Manufactures:				
Petroleum and other oils.....		61	61	.06
Sugar.....		119	119	.13
Cement, brick, and lime.....	136	55	191	.22
Wines, liquors, and beers.....		66	66	.07
Household goods and furniture.....		35	35	.04
Fertilizers.....	322	505	827	.94
Merchandise.....		315	315	.35
Miscellaneous:				
Other commodities not mentioned above.....	279	330	609	.79
Total tonnage.....	84,375	2,870	87,245	100.00

## . DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger .....		3	3	Vacuum.		
Freight .....		4	1	"		
Total locomotives.....		7				
Cars in passenger service:						
First-class passenger cars.....		2		Vacuum.		
Second-class passenger cars.....		2		"		
Combination passenger cars.....		3		"		
Baggage, express, and postal cars.....		1		"		
Total.....		8				
Cars in freight service:						
Box cars.....	1	12		Hand-brake.		
Flat cars.....		86		"		
Stock cars.....		1		"		
Coal cars.....		12		"		
Other cars—Clay cars.....		26		"		
Total.....		137		Hand-brake.		
Cars in company's service:						
Caboose cars.....		2				
Total.....		2				

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	88.72	7.14		95.86	31.27	64.59
Miles of yard track and sidings.....				10.08	10.08	
Total mileage operated (all tracks).....	88.72	7.14		105.94	41.35	64.59

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	88.72	7.14			31.27	64.59
Total mileage operated (single track).....	88.72	7.14			31.27	64.59

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	88.72	7.14			31.27	64.59
Total mileage owned (single track).....	88.72	7.14			31.27	64.59

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed, Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		940		40	960	52,688	36.4
Freight.....		1,624		116	1,682	77,196	43.5
Switching.....		359			359	23,717	30.2
Total.....		2,923		156	3,001	153,601	39.08
Average cost at distributing point.....		\$2 31		\$1 93			





## OATH.

STATE OF VIRGINIA,  
CITY OF RICHMOND, } ss:

We, the undersigned, James R. Werth, vice-president, and G. M. Wilson, treasurer of the Farmville and Powhatan railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JAMES R. WERTH, *Vice-President.*

G. M. WILSON, *Treasurer.*

Subscribed and sworn to before me this 29th day of October, 1892.

H. SWINEFORD,

*Notary Public.*

## NORFOLK, ALBEMARLE AND ATLANTIC RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Norfolk, Albemarle and Atlantic railroad company.

Date of organization—January 14, 1882.

Organized under the laws of the State of Virginia.

Consolidated with the Norfolk and Virginia Beach railroad company and the Danville and Seaboard railroad company.

Consolidated March 2, 1891, by resolutions of stockholders and Acts of Assembly.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. S. Jones.....	35 Wall street, New York.....	April 5, 1893.
Geo. R. Howell.....	44 Broadway, New York.....	
Chas. W. Wetmore.....	36 Wall street, New York.....	
Wm. L. Stow.....	72 Broadway, New York.....	
Jas. H. Hopkins.....	1407 F street, Washington, D. C....	
Jas. W. Rowland.....	Cambridgeboro', Pa.....	

Total number of stockholders at date of last election—30.

Date of last meeting of stockholders for election of directors—April 6, 1892.

Postoffice address of general office—Norfolk, Va.

Postoffice address of operating office—Norfolk, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Geo. S. Jones.....	New York, N. Y.
Vice-President.....	Geo. R. Howell.....	New York, N. Y.
Secretary and Treasurer.....	Wm. Evans, Jr.....	New York, N. Y.
General Solicitor.....	White & Garnett.....	Norfolk, Va.
Attorney or General Counsel.....		
Auditor.....	Geo. M. Glazier.....	Norfolk, Va.
General Superintendent.....	J. M. Dickey.....	Norfolk, Va.
Asst. General Superintendent.....	B. P. Holland.....	Norfolk, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Norfolk, Albemarle and Atlantic.....	Norfolk.....	Virginia Beach.....	17.90	17.90
Total mileage operated.....			17.90	17.90

*Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the general balance sheet.*

NAME.	Character of business.	Title. (Owned, leased, etc.)	State or Territory.
Princess Anne Hotel.....	Hotel.....	Owned.....	Virginia.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	5,000	100	500,000	500,000		
Total.....	5,000	\$100	\$500,000	\$500,000		

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	INTEREST.			Amount paid during year.
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.	
First mortgage.....	July 1, 1887.	July 1, 1917.	300,000 00	300,000 00	300,000 00	300,000 00	5 per cent.	Jan. & July....	15,000 00	
Second mortgage.....	August, 1888.	Aug. 1, 1918.	200,000 00	200,000 00	200,000 00	120,000 00	5 per cent.	Feb. & Aug....	10,000 00	833 33
Grand total.....			\$500,000 00	\$500,000 00	\$500,000 00	\$420,000 00			\$25,000 00	\$833 33

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT.		INTEREST.	
	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	500,000 00	500,000 00	25,000 00	833 33
Total.....	\$500,000 00	\$500,000 00	\$25,000 00	\$833 33

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE  
FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	6,164 13
Due from agents.....	2,212 30
Net traffic balances due from other companies.....	466 59
Due from solvent companies and individuals.....	1,481 50
Balance—Current liabilities..	37,054 92
<b>Total.....</b>	<b>\$47,379 44</b>

CURRENT LIABILITIES ACCRUED TO AND  
INCLUDING JUNE 30, 1892.

Loans and bills payable.....	14,330 51
Audited vouchers and accounts..	8,018 19
Wages and salaries.....	
Net traffic balances due to other companies.....	864 07
Matured interest coupons unpaid (including coupons due July 1)...	24,166 67
<b>Total.....</b>	<b>\$47,379 44</b>

Materials and supplies on hand, \$2,847 15.

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	500,000 00	230,000 00	270,000 00	17.90	12,849 16
Bonds.....	500,000 00	240,000 00	260,000 00	17.90	\$13,407 82
<b>Total.....</b>	<b>\$1,000,000 00</b>	<b>\$470,000 00</b>	<b>\$530,000 00</b>		

B. *For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.*

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Norfolk, Albemarle and Atlantic rail- way.....	500,000 00	500,000 00	47,379 44	1,047,379 44	17.90	58,512 82
<b>Total.....</b>	<b>\$500,000 00</b>	<b>\$500,000 00</b>	<b>\$47,379 44</b>	<b>\$1,047,379 44</b>	<b>17.90</b>	<b>\$58,512 82</b>

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.				
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.			
Construction :						
Right of way.....						
Other real estate.....						
Fences.....						
Grading and bridge and culvert ma- sonry.....						
Bridges and trestles..						
Rails.....						
Ties.....						
Other superstructure.						
Buildings, furniture and fixtures.....						
Shop machinery and tools.....						
Engineering ex- penses.....			1,555 37	387,159 56	388,714 93	21,715 92
Interest during con- struction.....						
Discount on securi- ties sold for con- struction.....						
Telegraph line.....						
Wharfing, etc.....						
Sidings and yard ex- tensions.....						
Terminal facilities and elevators.....						
Road built by con- tract.....						
Purchase of con- structed road.....						
Other items.....						
Total construct'n.....			1,555 37	387,159 56	388,714 93	21,715 92
Equipment:						
Locomotives.....						
Passenger cars.....						
Sleeping, parlor, and dining cars.....						
Baggage, express, and postal cars.....			825 06	82,517 49	83,342 55	4,656 01
Combination cars.....						
Freight cars.....						
Other cars of all classes.....						
Floating equipment..						
Total equipment.....			825 06	82,517 49	83,342 55	4,656 01
Grand total cost con- struction, equipm't, etc.....			\$2,380 43	\$469,677 05	\$472,067 48	\$26,371 93

## INCOME ACCOUNT.

Gross earnings from operation.....	58,311 67	
Less operating expenses.....	42,977 41	
Income from operation.....		15,334 26
Miscellaneous income—less expenses.....	3,790 40	
Income from other sources.....		3,790 40
Total income.....		19,124 66
Deductions from income:		
Interest on funded debt accrued.....	25,000 00	
Taxes.....	1,134 31	
Total deductions from income.....		26,134 31
Deficit.....		7,009 65
Deficit on June 30, 1891.....		4,765 24
		11,774 89
Deductions for year—sundry old accounts charged off.....		2,107 29
Deficit on June 30, 1892.....		\$9,667 60

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	34,980 47		
Total passenger revenue.....			34,980 47
Mail.....			793 00
Express.....			99 13
Total passenger earnings.....			35,872 60
Freight:			
Freight revenue.....	21,623 31		
Total freight revenue.....	21,623 31		
Total freight earnings.....			21,623 31
Total passenger and freight earnings.....			57,495 91
Other earnings from operation:			
Telegraph companies.....	508 01		
Other sources.....	307 75		
Total other earnings.....			815 76
Total gross earnings from operation.....			\$58,311 67

## MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Princess Anne Hotel, Virginia Beach, Va., owned by the N. A. & A. R. R. Co.....	16,257 70	12,467 30	3,790 40
Total.....	\$16,257 70	\$12,467 30	\$3,790 40

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	8,991 61	4,495 81	13,487 42
Renewals of rails.....			
Renewals of ties.....			
Repairs of bridges and culverts.....			
Repairs of fences, road-crossings, signs, and cattle guards.....			
Repairs of buildings.....			
Repairs of docks and wharves.....			
Repairs of telegraph.....			
Other expenses.....			
Total.....	8,991 61	4,495 81	13,487 42
Maintenance of equipment:			
Repairs and renewals of locomotives.....	3,794 83	1,897 42	5,692 25
Repairs and renewals of passenger cars.....			
Repairs and renewals of freight cars.....			
Repairs and renewals of ferry-boats, tugs, floats, and barges.....			
Shop machinery, tools, etc.....			
Other expenses.....			
Total.....	3,794 83	1,897 42	5,692 25
Conducting transportation:			
Wages of engine-men, firemen, and roundhousemen.....	12,397 69	6,198 84	18,596 53
Fuel for locomotives.....			
Water supply for locomotives.....			
All other supplies for locomotives.....			
Wages of other trainmen.....			
All other train supplies.....			
Wages of switchmen, flagmen, and watchmen.....			
Expense of telegraph, including train dispatchers and operators.....			
Wages of station agents, clerks, and laborers.....			
Station supplies.....			
Switching charges—balance.....			
Car mileage—balance.....			
Loss and damage.....			
Injuries to persons.....			
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies.....			
Other expenses.....			
Total.....	12,397 69	6,198 84	18,596 53
General expenses:			
Salaries of officers.....	3,467 47	1,733 74	5,201 21
Salaries of clerks.....			
General office expenses and supplies.....			
Agencies, including salaries and rent.....			
Advertising.....			
Commissions.....			
Insurance.....			
Expense of fast freight lines.....			
Expense of traffic associations.....			
Expense of stock yards and elevators.....			
Rents for tracks, yards, and terminals.....			
Rents not otherwise provided for.....			
Legal expenses.....			
Stationery and printing.....			
Other general expenses.....			
Total.....	3,467 47	1,733 74	5,201 21
Recapitulation of expenses:			
Maintenance of way and structures.....	8,991 61	4,495 81	13,487 42
Maintenance of equipment.....	3,794 83	1,897 42	5,692 25
Conducting transportation.....	12,397 69	6,198 84	18,596 53
General expenses.....	3,467 47	1,733 74	5,201 21
Grand total.....	\$28,651 60	\$14,325 81	\$42,977 41



## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		ASSETS.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
387,159 56	387,159 56	Cost of road.....		388,714 93	388,714 93	1,555 37	
82,517 49	82,517 49	Cost of equipment.....		83,342 55	83,342 55	825 06	
551,118 76	551,118 76	Other permanent investments.....		552,482 69	552,482 69	1,363 93	
6,461 45	6,461 45	Cash and current assets.....		10,324 52	10,324 52	3,863 07	
		Other assets:					
4,335 14	4,335 14	Materials and supplies.....		2,847 15	2,847 15		1,487 99
4,765 24	4,765 24	Profit and loss.....		9,667 60	9,667 60	4,902 36	
\$1,036,357 64	\$1,036,357 64	Grand total.....		\$1,047,379 44	\$1,047,379 44	\$11,021 80	

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		LIABILITIES.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
500,000 00	500,000 00	Capital stock.....		500,000 00	500,000 00		
500,000 00	500,000 00	Funded debt.....		500,000 00	500,000 00		
36,357 64	36,357 64	Current liabilities.....		47,379 44	47,379 44	11,021 80	
\$1,036,357 64	\$1,036,357 64	Grand total.....		\$1,047,379 44	\$1,047,379 44	\$11,021 80	

## CONTRACTS, AGREEMENTS, ETC.

Contract with the Southern express company, dated July 1st, 1889, grants that company the privilege of carrying express matter in the cars of the railroad company, in consideration of its being paid one-half the gross proceeds.

Contract with the United States government to carry mail over the Norfolk, Albemarle and Atlantic railroad, in consideration of the sum of \$793 annually.

Contract with the Western Union telegraph company provides that the telegraph company shall furnish instruments and battery necessary to operate the telegraph line owned by the railroad company, and pay to the latter all tolls for telegraph service between the city of Norfolk and Virginia Beach, and retaining the receipts upon all business originating at Virginia Beach and going to points beyond Norfolk or from points beyond Norfolk going to Virginia Beach, Va.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.*
	From—	To—	Miles.		
First and second mortgage bonds...	Norfolk .....	Virginia Beach...	19.00		

\* All railroad equipment, together with hotel buildings and 1,600 acres of unimproved land at Virginia Beach.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2		2,700 00	
General office clerks.....	1		480 00	
Supervisors.....	1	366	1,200 00	3 27
Station agents.....	5	1,960	1,960 00	1 00
Other station men.....	1	366	420 00	1 15
Enginemen.....	2	655	1,671 00	2 53
Firemen.....	2	715	823 89	1 13
Conductors.....	2	620	1,495 34	2 41
Other trainmen.....	4	1,292	1,546 03	1 19
Machinists.....	1	366	1,200 00	3 27
Carpenters.....	5	1,832	3,422 08	1 87
Other shopmen.....	3	1,054	1,001 24	96
Section foremen.....	2	732	960 00	1 31
Other trackmen.....	9	3,099	3,099 00	1 00
Switchmen, flagmen, and watchmen.....	3	1,205	1,172 00	97
Telegraph operators and dispatchers.....	1	366	420 00	1 15
Total (including "general officers").....	44	14,628	23,570 58	
Less "general officers".....	2		2,700 00	
Total (excluding "general officers").....	42		20,870 58	
Distribution of above:				
General administration.....	3		3,180 00	
Maintenance of way and structures.....	14	4,914	6,370 04	
Maintenance of equipment.....	3	1,115	2,311 04	
Conducting transportation.....	24	8,599	11,709 50	
Total (including "general officers").....	44	14,628	23,570 58	
Less "general officers".....	2		2,700 00	
Total (excluding "general officers").....	42		\$20,870 58	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	139,038	
Number of passengers carried one mile.....	2,224,608	
Average distance carried.....	16	
Total passenger revenue.....		34,980 47
Average amount received from each passenger.....		25.158
Average receipts per passenger per mile.....		1.572
Estimated cost of carrying each passenger one mile.....		1.287
Total passenger earnings.....		35,872 80
Passenger earnings per mile of road.....		2,004 08
Passenger earnings per train mile.....		79.276
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	21,210	
Number of tons carried one mile.....	275,730	
Average distance haul of one ton.....	13	
Total freight revenue.....		21,623 31
Average amount received for each ton of freight.....		1 01.948
Average receipts per ton per mile.....		7.842
Estimated cost of carrying one ton one mile.....		5.195
Total freight earnings.....		21,623 31
Freight earnings per mile of road.....		1,208 00
Freight earnings per train mile.....		1 42.025
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		56,603 78
Passenger and freight revenue per mile of road.....		3,162 22
Passenger and freight earnings.....		57,495 91
Passenger and freight earnings per mile of road.....		3,212 06
Gross earnings from operation.....		58,311 67
Gross earnings from operation per mile of road.....		3,257 63
Expenses.....		42,977 41
Expenses per mile of road.....		2,400 97
<b>Train mileage:</b>		
Miles run by passenger trains.....	45,250	
Miles run by freight trains.....	15,225	
Total mileage trains earning revenue.....	60,475	
Miles run by switching trains.....	1,950	
Grand total train mileage.....	62,425	
Average number of freight cars in train.....	5	
Average number of loaded cars in train.....	3	
Average number of empty cars in train.....	2	
Average number of tons of freight in train.....	30	
Average number of tons of freight in each loaded car.....	10	

Miles run by switching trains derived by switching at Norfolk terminus.

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	2,013	11	2,024	93.4
Flour.....	202	11	213	1.0
Other mill products.....	176	1	177	.8
Hay.....	209	1	210	.9
Tobacco.....	6		6	.03
Fruit and vegetables.....	1,452	10	1,462	6.8
Other articles.....	9		9	.04
Products of animals:				
Live stock.....	112		112	.5
Dressed meats.....	23		23	.11
Other packing-house products.....	270	25	295	1.3
Poultry, game, and fish.....	2,254	2	2,256	10.6
Hides and leather.....	2		2	.01
Milk .....	213	1	214	1.01
Products of mines:				
Anthracite coal.....	128		128	.6
Bituminous coal.....	498		498	2.35
Stone, sand, and other like articles.....	30		30	.14
Products of forest:				
Lumber.....	2,723		2,723	12.85
Cord wood.....	7,333		7,333	34.57
Logs and staves.....	160		160	.7
Manufactures:				
Petroleum and other oils.....	44	4	48	.23
Sugar.....	71	4	75	.35
Naval stores.....	24	3	27	.14
Other castings and machinery.....	21	1	22	.10
Bar and sheet metal.....	23		23	.11
Cement, brick, and lime.....	229		229	1.08
Agricultural implements.....	25		25	.12
Wagons, carriages, tools, etc.....	18	2	20	.09
Wines, liquors, and beers.....	65	19	84	.39
Household goods and furniture.....	366	8	374	1.74
Dry goods.....	21	2	23	.11
Merchandise.....	23	9	32	.15
Miscellaneous:				
Other commodities not mentioned above.....	2,303	50	2,353	11.0
Total tonnage.....	21,046	164	21,210	100

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....	}	3	3	Eames' Vacuum.		
Freight.....						
Switching.....						
Total locomotives.....		3	3			
Cars in passenger service:						
First-class passenger cars.....		3	3	Eames' Vacuum.	3	Miller.
Combination passenger cars.....		1	1	"	1	"
Parlor cars.....	2	2	2	"	2	"
Baggage, express, and postal cars.....		1	1	"	1	"
Other cars in passenger service.....		12	12	"	12	"
Total.....	2	19	19		19	
Cars in freight service:						
Box cars.....		6				
Flat cars.....		15				
Stock cars.....		1				
Total.....		22				
Cars in company's service:						
Other road cars.....		4				
Total.....		4				
Total cars owned.....		45				
Grand total cars.....		45				

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.			New line constructed during year.	RAILS.	
	Main line.	Branches and Spurs.	Total mileage operated.		Iron.	Steel.
Miles of single track.....	17.90		17.90			17.90
Miles of yard track and sidings.....		1.70	1.70		1.70	
Total mileage operated (all tracks).....	17.90	1.70	19.60		1.70	17.90

## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
Oak.....	1,000	5
Spruce pine.....	1,000	4
Cypress.....	10,000	6
Total.....	12,000	

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		682			682	45,280	30
Freight.....		264			264	15,225	35
Switching.....		20			20	1,950	30
Total.....		966			966	62,425	31
Average cost at distributing point.....		\$3 25					

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains and engines.....		1						1
Total.....		1						

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.			
FROM—	TO—	Miles.	Aggregate length of curved line.	Miles.	Length of straight line.	Length of level line.	Number.	Sum of ascents.	Aggregate ascending length of grades.
			Miles.		Miles.	Miles.		Feet.	Miles.
			Number of curves.						
Norfolk	Virginia Beach	17.90	5	.60	17.30	16.90	1	8	.01
								Sum of descents.	Aggregate descending length of grades.
								Feet.	Miles.

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEMS.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Wooden	2	160		160		160			
Trestles	6	5,373		5,373		5,373			
Gauge of track—three feet: 17.90 miles.									

## TELEGRAPH.

Owned by company making this report.

OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.	
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.
17.90	17.90		
In connection with the Western Union company.			

## OATH.

STATE OF VIRGINIA, }  
COUNTY OF NORFOLK, } ss.

We, the undersigned, J. M. Dickey, general superintendent, and Geo. M. Glazier, auditor of the Norfolk, Albemarle and Atlantic railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

J. M. DICKEY, *General Superintendent.*

GEO. M. GLAZIER, *Auditor.*

Subscribed and sworn to before me this 27th day of October, 1892.

JAMES W. WILLCOX,

*Notary Public.*



## VALLEY RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Valley railroad company.

Date of organization—June 28, 1887.

Organized under the laws of the State of Virginia.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. J. Allen.....	Waskey's Mills, Va.....	November, 1892.
Wm. A. Anderson.....	Lexington, Va.....	
E. W. Burke.....	Staunton, Va.....	
Henry Duvall.....	Baltimore, Md.....	
Osmun Latrobe.....	Baltimore, Md.....	
H. Crawford Black.....	Baltimore, Md.....	
Charles F. Mayer.....	Baltimore, Md.....	

Total number of stockholders at date of last election—164.

Date of last meeting of stockholders for election of directors—November 16, 1891.

Postoffice address of general office—Staunton, Va.

Postoffice address of operating office—Baltimore, Md.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Chas. F. Mayer.....	Baltimore, Md.
Secretary and Treasurer.....	W. H. Ijams.....	Baltimore, Md.
Attorney, or General Counsel.....	Sheffey & Bumgardner.....	Staunton, Va.
Accountant.....	G. H. Slaughter.....	Baltimore, Md.
General Manager.....	J. T. Odell.....	Baltimore, Md.
Superintendent.....	T. C. Prince.....	Winchester, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Valley railroad company.....	Harrisonburg, Va.....	Salem, Va.....	113	

## EXPLANATORY REMARKS.

Sixty-one miles of the road have been constructed and are in operation; add to this one mile operated under "trackage rights," making total miles operated sixty-two.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common	32,000	100	3,200,000	2,712,200		
Total	32,000	\$100	\$3,200,000	\$2,712,200		
Manner of payment for capital stock.						
Issued for cash—Common	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.	Remarks.	
Total			27,122	\$2,712,200		

## FUNDED DEBT.

## Mortgage bonds, miscellaneous obligations, and income bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
First mortgage	1882	1921	1,000,000 00	750,000 00	750,000 00	675,000 00	6 per cent...	April & Oct....	45,000 00
Grand total			\$1,000,000 00	\$750,000 00	\$750,000 00	\$675,000 00			\$45,000 00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount ac- rued dur- ing year.	Amount paid during year.
Mortgage bonds.....	750,000 00	750,000 00	45,000 00	45,000 00
Total.....	\$750,000 00	\$750,000 00	\$45,000 00	\$45,000 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	30,564 29	Wages and salaries.....	3,616 57
Bills receivable .....	4,892 50	Net traffic balances due to other companies .....	61,071 73
Due from agents.....	5,744 27		
Due from solvent companies and individuals.....	1,138 43		
Balance—Current liabilities..	22,348 01		
Total.....	\$64,688 10	Total.....	\$64,688 10

Materials and supplies on hand, \$2,063 95.

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	2,712,200 00	2,712,200 00		113	24,007 77
Bonds.....	750,000 00	750,000 00		113	6,637 16
Total.....	\$3,462,200 00	\$3,462,200 00		113	\$30,638 93

## B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Valley railroad.....	2,712,200 00	750,000 00	64,688 10	3,526,888 10	113	31,211 39
Grand total.....	\$2,712,200 00	\$750,000 00	\$64,688 10	\$3,526,888 10		\$31,211 39

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.			
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.		
Construction:					
Right of way.....			20 00	278,591 73	278,571 73
Other real estate.....					
Fences.....					
Grading and bridge and culvert ma- sonry.....					
Bridges and trestles..					
Rails.....					
Ties.....					
Other superstructure.					
Buildings, furniture, and fixtures.....					
Shop machinery and tools.....					
Engineer's expenses..					
Interest during con- struction.....			705 13	3,069,344 88	3,070,050 01
Discount on securi- ties sold for con- struction.....					
Telegraph line.....					
Wharfing, etc.....					
Sidings and yard ex- tensions.....					
Terminal facilities and elevators.....					
Road built by con- tract.....					
Purchase of con- structed road.....					
Other items.....					
Total construction..			685 13	3,347,936 61	3,348,621 74
Equipment:					
Locomotives.....				20,553 73	20,553 73
Total equipment.....				20,553 73	20,553 73
Total cost construc- tion, equipment, etc.....			\$685 13	\$3,368,490 34	\$3,369,175 47

## INCOME ACCOUNT.

Gross earnings from operation.....	146,405 74	
Less operating expenses.....	123,842 07	
Income from operation.....		22,563 67
Interest on bonds owned.....	975 20	
Miscellaneous income—less expenses.....	1,845 88	
Income from other sources.....		2,321 16
Total income.....		25,394 73
Deductions from income:		
Interest on funded debt accrued.....	45,000 00	
Taxes.....	3,789 79	
Total deductions from income.....		48,789 79
Deficit.....		23,405 04
Deficit from operations of year ending June 30, 1892.....		23,405 04
Deficit on June 30, 1891.....		83,000 15
Deductions for year.....		21 45
Deficit on June 30, 1892.....		\$107,183 74

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue .....	62,031 73		
Total passenger revenue.....			62,031 73
Mail.....			3,762 92
Express.....			6,128 50
Total passenger earnings.....			71,923 24
Freight:			
Freight revenue.....	72,482 50		
Total freight revenue.....	72,482 50		
Total freight earnings.....			72,482 50
Total passenger and freight earnings.....			146,405 74
Total gross earnings from operation.....			\$146,405 74

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Rockbridge county.....	12,300 00	6 per cent....	975 20	12,300 00
Roanoke county.....	25,000 00	6 per cent....		25,000 00
Total.....	\$37,300 00		\$975 20	\$37,300 00

## MISCELLANEOUS INCOME.

ITEMS.	Gross income.	Less expenses.	Net miscellaneous income.
Interest on other than bonds owned.....	984 87		984 87
Rent of real estate.....	875 70	114 09	861 01
Total.....	1,860 57	\$114 69	\$1,845 88

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....			21,300 98
Renewals of rails.....			1,407 07
Renewals of ties.....			8,417 40
Repairs of bridges and culverts.....			11,681 30
Repairs of fences, road-crossings, signs, and cattle guards.....			1,979 82
Repairs of buildings.....			7,476 06
Repairs of telegraph.....			31 98
Total.....			52,295 21
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....			7,624 05
Repairs and renewals of freight cars.....			24 49
Shop machinery, tools, etc.....			48 84
Total.....			7,697 38
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....			6,270 90
Fuel for locomotives.....			5,866 54
Water-supply for locomotives.....			908 40
All other supplies for locomotives.....			361 37
Wages of other trainmen.....			7,766 51
All other train supplies.....			79 17
Wages of switchmen, flagmen, and watchmen.....			675 00
Expense of telegraph, including train dispatchers and operators.....			1,908 26
Wages of station agents, clerks, and laborers.....			8,212 11
Station supplies.....			583 08
Switching charges—balance.....			4 70
Car mileage—balance.....			10,236 53
Loss and damage.....			1,301 10
Injuries to persons.....			357 75
Other expenses.....			38 47
Engine mileage.....			11,850 83
Total.....			56,400 72
<b>General expenses:</b>			
Salaries of officers.....			1,619 20
Salaries of clerks.....			1,380 00
General office expenses and supplies.....			117 88
Advertising.....			8 50
Insurance.....			46 50
Legal expenses.....			3,754 62
Stationery and printing.....			522 06
Total.....			7,448 76
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....			52,295 21
Maintenance of equipment.....			7,697 38
Conducting transportation.....			56,400 72
General expenses.....			7,448 76
Grand total.....			123,842 07
Percentage of expenses to earnings.....			84.59

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
	3,347,936 61	Cost of road.....	3,348,621 74	685 13	
	20,353 73	Cost of equipment.....	20,553 73		
	42,900 00	Bonds owned.....	37,300 00		5,600 00
	40,957 55	Cash and current assets.....	42,339 40	1,381 94	
		Other assets:			
	2,037 40	Materials and supplies.....	2,003 95	26 55	
	83,800 15	Profit and loss.....	107,183 74	23,383 59	
	\$3,338,185 44	Grand total.....	\$3,558,002 65		

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
	2,712,200 00	Capital stock.....	2,712,200 00		
	750,000 00	Funded debt.....	750,000 00		
	44,810 89	Current liabilities.....	64,688 10	19,877 21	
	31,174 55	Amount paid in on capital stock, for which certificates not yet issued.....	31,174 55		
	\$3,538,185 44	Grand total.....	\$3,558,002 65		



## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage.....	Harrisonburg, Va.	Salem, Va.....	113	\$8,849 55	

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	5	1,815	2,450 00	1 35
General office clerks.....	3	1,065	1,517 50	1 42
Station agents.....	13	4,745	4,869 60	1 02
Other station men.....	11½	4,380	4,077 00	93
Section foremen.....	12	3,756	3,943 80	1 30
Other trackmen.....	50	15,650	16,432 50	1 05
Switchmen, flagmen, and watchmen.....	5	1,565	1,643 25	1 05
Telegraph operators and dispatchers.....	4½	1,642	1,410 00	80
All other employees and laborers.....	4	1,304	1,825 95	1 40
Total (including "general officers").....	108	35,922	38,169 60	1 06
Less "general officers".....	8	2,880	3,967 50	1 42
Total (excluding "general officers").....	100	33,042	34,202 10	1 03
Distribution of above:				
General administration.....	8	2,880	3,967 50	1 42
Maintenance of way and structures.....	71	22,275	23,845 50	1 07
Conducting transportation.....	29	10,767	10,356 60	96
Total (including "general officers").....	108	35,922	38,169 60	1 06
Less "general officers".....	8	2,880	3,967 50	1 42
Total (excluding "general officers").....	100	33,042	\$34,202 10	1 03
Total (including "general officers")—Entire line....	108	35,922	38,169 60	1 06

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic :		
Total passenger revenue.....		62,031 73
Total passenger earnings.....		73,923 24
Passenger earnings per mile of road.....		1,192 31
Passenger earnings per train mile.....		74.43
Freight traffic :		
Total freight revenue.....		72,482 50
Total freight earnings.....		72,482 50
Freight earnings per mile of road.....		1,169 07
Freight earnings per train mile.....		1 56.61
Passenger and freight :		
Passenger and freight revenue.....		134,514 23
Passenger and freight revenue per mile of road.....		2,169 58
Passenger and freight earnings.....		146,405 74
Passenger and freight earnings per mile of road.....		2,361 38
Gross earnings from operation.....		146,405 74
Gross earnings from operation per mile of road.....		2,361 38
Expenses.....		123,842 07
Expenses per mile of road.....		1,997 45
Train mileage :		
Miles run by passenger trains.....	81,437	
Miles run by mixed trains.....	61,146	
Total mileage trains earning revenue.....	142,583	
Grand total train mileage.....	142,583	
Mileage of loaded freight cars—north.....	192,382	
Mileage of loaded freight cars—south.....	248,404	
Mileage of empty freight cars—north.....	80,225	
Mileage of empty freight cars—south.....	30,125	
Average number of freight cars in train.....	9	
Average number of loaded cars in train.....	7	
Average number of empty cars in train.....	2	

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLES.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		1	1	Westinghouse.	1	Janney.
Freight.....		2				
Total locomotives.....		3				

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track .....	61	.....	1	62	18.75	44.25
Miles of yard track and sidings .....	8.19	.....	1.75	7.94	8.50	1.44
Total mileage operated (all tracks) .....	67.19	.....	2.75	69.94	23.25	45.69

B. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia .....	61	.....	61	1	18.75	44.25
Total mileage operated (single track) .....	61	.....	61	1	18.75	44.25

## RENEWALS OF TIES.

## NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
White oak .....	22,061	34.10
Chestnut .....	2,453	30
Total .....	24,514	33.60

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	S. ft.			
Passenger .....	.....	2,063	.....	18	2,072	59,205	70
Freight .....	.....	3,617	.....	25	3,629.50	85,298	85.10
Total .....	.....	5,680	.....	43	5,701.50	144,503	78.91
Average cost at distributing point .....	.....	81.38	.....	96	.....	.....	.....

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN. FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1						1
Falling from trains and engines.....		3						3
Other causes.....		3						3
Total.....		7						7

KIND OF ACCIDENT.	PASSENGERS.				OTHERS.			
			TRESPASSING.		NOT TRESPASSING.		TOTAL	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....		1	2	1			2	1
Total.....		1	2	1			2	1

## EXPLANATION OF ACCIDENTS.

July 23, 1891—J. Henry Jones, passenger, jumped from train at Davis before it stopped and fell under wheel of coach, crushing right foot so badly that amputation was necessary.

September 21, 1891—Timothy Flahavin, trespasser, lying on track and struck by engine, breaking arm.

September 22, 1891—Mary Whetzie, trespassing, deaf mute, walking on track and was struck by engine and killed.

October 12, 1891—William Hackney, trespassing, was intoxicated and stepped in front of engine while in motion in Staunton yard, was run over and killed.

February 15, 1892—R. B. Russell, conductor, ankle sprained, caused by stepping on piece of iron in getting off train.

March 15, 1892—A. H. Roeder, engineman, ankle sprained by stepping on rock in getting off engine.

May 21, 1892—B. T. Deck, fireman, head injured by being struck by bar extending from cattle pen at Staunton.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.				PROFILE.					
FROM—	TO—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	ASCENDING GRADES.			DESCENDING GRADES.		
							Number.	Sum of ascending grades.	Aggregate length of ascending grades.	Number.	Sum of descending grades.	Aggregate length of descending grades.
Harrisonburg, Va.....	Lexington, Va.....	62	22	40			1,150			1,575		

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.
		Feet.	In.	Feet.	In.	Feet.	In.	
Bridges :								
Stone.....	2	139	6	21	6	118		
Iron.....	8	1,363	5	34		332		
Combination.....	1	100		100		100		
Total.....	11	1,602	11					
Trestles.....	26	3,802	2	13		950		
Overhead highway crossings :								
Bridges.....	7							16 9
Total.....	7							16 9
Overhead railway crossings :								
Bridges.....	1							19 3
Total.....	1							

Gauge of track—four feet eight and three-quarter inches; 62 miles.

## TELEGRAPH.

*Owned by company making this report.*

		OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		Name of operating company.
MILES OF LINE.	MILES OF WIRE.	Miles of line.	Miles of Wire.	Miles of line.	Miles of wire.	
124				124		Western Union Tel. Co.

## OATH.

STATE OF MARYLAND,  
COUNTY OF BALTIMORE, } ss.:

We, the undersigned, J. T. Odell, general manager, and W. H. Ijams, treasurer of the Valley railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

J. T. ODELL, *General Manager.*

W. H. IJAMS, *Treasurer.*

Subscribed and sworn to before me this 21st day of September, 1892.

ROBERT A. THURSBY,  
*Justice of the Peace.*

## RICHMOND AND DANVILLE RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—The Richmond and Danville railroad company.

Date of organization—March 9, 1847.

Organized under the laws of the State of Virginia.



## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
L. S. Brice.....	Ohio.....	When successors are appointed.
Geo. J. Gould.....	New York, N. Y.....	
John H. Inman.....	New York, N. Y.....	
F. M. Logan.....	New York, N. Y.....	
John G. Moore.....	New York, N. Y.....	
.. M. McTihee.....	New York, N. Y.....	
H. C. Fahnestock.....	New York, N. Y.....	
John A. Rutherford.....	New York, N. Y.....	
Geo. S. Scott.....	New York, N. Y.....	
Wm. E. Strong.....	New York, N. Y.....	
Barn'l Thomas.....	New York, N. Y.....	
Jas. B. Pace.....	Richmond, Va.....	

Total number of stockholders at date of last election—78.

Date of last meeting of stockholders for election of directors—January 12, 1892.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Washington, D. C.

## OFFICERS.

F. W. Huidekoper and Reuben Foster appointed receivers June 15, 1892.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. G. Oakman.....	80 Broadway, New York.
Second Vice-President.....	A. B. Andrews.....	Raleigh, N. C.
Third Vice-President.....	J. A. Rutherford.....	80 Broadway, New York.
Acting Secretary.....	C. M. Crump.....	Richmond, Va.
Treasurer.....	John W. Hall.....	Washington, D. C.
General Counsel.....	H. L. Bond, Jr.....	Washington, D. C.
Auditor.....	M. C. Figg.....	Washington, D. C.
Assistant Auditor.....	H. C. Ansley.....	Washington, D. C.
General Manager.....	W. H. Green.....	Washington, D. C.
Assistant General Manager.....	J. S. B. Thompson.....	Washington, D. C.
Chief Engineer.....	C. M. Bolton.....	Washington, D. C.
Division Superintendent.....	E. Berkeley.....	Richmond, Va.
Superintendent of Telegraph.....	C. A. Dalton.....	Washington, D. C.
Traffic Manager.....	Sol Haas.....	Washington, D. C.
Assistant Traffic Manager.....	J. M. Culp.....	Washington, D. C.
General Freight Agent.....	J. H. Drake.....	Richmond, Va.
General Passenger Agent.....	W. A. Turk.....	Washington, D. C.
Assistant General Passenger Agent.....	S. H. Hardwick.....	Atlanta, Ga.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Richmond & Danville R. R. Branches.....	Richmond.....	Danville, Va.....	143.97 11.00	
Total mileage.....				154.97

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	38,000	\$100	\$3,800,000	\$3,800,000	5 per cent....	\$190,000

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.*	INTEREST.			
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.	Amount paid during year.
Gen'l mortgage gold.	1874	1915	4,560,000	4,557,720 00	4,556,900 00	.....	.....	.....	.....	273,805 20
Debtenture.....	1882	1927	3,040,000	3,040,000 00	2,550,180 00	.....	.....	.....	.....	162,723 60
Consol general.....	1886	1936	11,020,000	3,441,401 60	3,441,401 60	.....	.....	.....	.....	117,800 00
Second mortgage.....	1875	.....	.....	.....	2,280 00	.....	.....	.....	.....	.....
Consol mortgage.....	1890	.....	.....	.....	12,716 00	.....	.....	.....	.....	.....
			18,020,000	11,039,121 60	10,573,037 60	.....	.....	.....	.....	554,328 80
Eq. S. E. 5 per cent...	1889	1909	1,000,000	1,190,160 00	1,190,160 00	.....	.....	.....	.....	48,431 00
Eq. S. E. 6 per cent...	1891	1906	1,520,000	671,080 00	671,080 00	.....	.....	.....	.....	15,960 00
			3,420,000	1,861,240 00	1,861,240 00	.....	.....	.....	.....	64,391 00
(Grand total.....			\$22,040,000	\$12,900,361 60	\$12,434,277 60	.....	.....	.....	\$626,388 09	\$618,719 80

\* No record.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	INTEREST.			
	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Mortgage bonds.	11,039,121 60	10,573,057 00	542,548 80	554,328 80
Eq. S. F. bonds.	1,861,240 00	1,861,240 00	83,839 29	64,391 00
Total	\$12,900,361 60	\$12,434,277 00	\$626,388 09	\$618,719 80

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE  
FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	893,232 89
Bills receivable.....	120,833 72
Due from agents.....	231,647 24
Net traffic balances due from other companies.....	260,704 56
Due from solvent companies and individuals.....	6,652,784 40
Other cash assets (excluding "materials and supplies").....	207,374 34
Total.....	\$8,366,777 15

CURRENT LIABILITIES ACCRUED TO AND  
INCLUDING JUNE 30, 1892.

Loans and bills payable.....	4,243,937 24
Audited vouchers and accounts....	791,768 05
Wages and salaries.....	571,330 77
Dividends not called for.....	22,746 04
Matured interest coupons unpaid (including coupons due July 1).....	191,767 76
Matured interest coupons unpaid (leased lines).....	645,011 51
Miscellaneous.....	511,846 27
Balance—Cash assets.....	1,388,369 51
Total.....	\$8,366,777 15

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	3,800,000 00	All.		154 07	\$24,675 00
Bonds.....	12,434,277 60	All.		154 07	80,740 00

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

## EXPENDITURES DURING YEAR.

ITEMS.	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.		Total cost	Total cost	Cost per mile.
		Charged to income ac- counts as per- manent im- provements.	Charged to construction or equipm't.	to June 30, 1891.	to June 30, 1892.	
Construction :						
Rails.....			9,939 77			
Buildings, furniture, and fixtures.....			144 23			
Sidings and yard ex- tensions.....			356 48			
Other items.....			435 76			
Total construction.....			10,876 24			
Equipment:						
Locomotives.....			11,434 50			
Passenger cars.....			1,016 34			
Freight cars.....			13,104 45			
Total equipment.....			25,555 29			
Grand total cost con- struction, equip- ment, etc.....			\$36,431 53			

## INCOME ACCOUNT.

Gross earnings from operation.....	1,736,440 83	
Less operating expenses.....	697,692 65	
Income from operation.....		1,038,748 18
Interest on bonds owned.....	184,520 40	
Miscellaneous income—less expenses.....	272,432 02	
Income from other sources.....		456,952 42
Total income.....		1,495,700 60
Deductions from income:		
Interest on funded debt accrued.....	626,388 09	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	181,384 15	
Rents.....	45,600 00	
Taxes.....	67,954 32	
Other deductions.....	62,836 14	
Total deductions from income.....		984,162 70
Net income.....		511,537 90
Dividends, 5 per cent., common stock.....		190,000 00
Surplus from operations of year ending June 30, 1892.....		321,537 90
Surplus on June 30, 1891.....		2,670,063 56
Additions for year.....		109,735 20
Surplus on June 30, 1892.....		\$3,101,336 66

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	268,530 35		
Total deductions.....		1,475 84	
Total passenger revenue.....			267,054 51
Mail.....			36,104 35
Express.....			20,337 43
Other items.....			833 00
Total passenger earnings.....			324,329 29
Freight:			
Freight revenue.....	1,113,061 53		
Total deductions.....		13,759 73	
Total freight revenue.....		1,099,301 80	
Other items.....		1,291 39	
Total freight earnings.....			1,100,593 19
Total passenger and freight earnings.....			1,424,922 48
Other earnings from operation:			
Car mileage—balance.....	310,191 59		
Rents not otherwise provided for.....	625 47		
Other sources.....	701 29		
Total other earnings.....			311,518 35
Total gross earnings from operation.....			\$1,736,440 83

## STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.	Valuation.
B. C. & R. S. B. Co.....	124,900 00		128,147 40
C. C. & A. R. R. Co.....	10,000 00		3,420 00
C. & N. C. B. R.....	100,000 00		7,600 00
Danville and New River.....	1,700 00		1,292 00
Elberton R. R.....	100,200 00		22,845 60
High Pt., R. A. & So. R. R.....	212,500 00		16,150 00
Hartwell R. R.....	13,000 00		2,508 00
International Cotton Exposition.....	5,000 00		
Lawrenceville R. R.....	22,600 00		1,740 40
Milton & S. R. R.....	36,400 00		8,229 13
North Western North Carolina.....	996,500 00		73,730 00
Norfolk and Carolina.....	295,800 00		209,248 16
North Carolina State Exposition.....	800 00		
North Carolina Midland.....	260,000 00		19,760 00
Oxford and Clarksville.....	800,000 00		67,640 00
Piedmont R. R.....	1,496,700 00		1,137,492 00
Piedmont Exposition.....	1,000 00		2,280 00
R. & W. Pt. Terminal—Common.....	560 00		31,026 62
R. & W. Pt. Terminal—Preferred.....	33 33		10 76
Roswell R. R.....	20,100 00		2,715 41
State University.....	1,800 00		39,264 58
Yadkin R. R.....	462,750 00		17,584 50
Yorktown Cent Association.....	1,000 00		
Total.....			\$1,794,693 56

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
B. C. & R. S. B. Co., certificates in debt.....	250,000 00		11,400 00	190,000 00
Cherokee county.....	500 00			380 00
Clark county.....	119,765 45			91,021 74
Danville & W. 1st mortgage.....	552,000 00	5 per cent.....	20,976 00	104,880 00
E. T., V. & G. 1st mortgage ext.....	200,000 00	5 per cent.....	7,600 00	129,200 00
Elberton Air-Line 1st mortgage.....	150,000 00	7 per cent.....	7,980 00	114,000 00
Hartwell 1st mortgage.....	16,200 00	10 per cent.....	1,231 20	12,312 00
High Point Ra. & So. 1st mortgage.....	402,000 00	6 per cent.....	18,331 20	305,520 00
Lawrenceville 1st mortgage.....	30,000 00	7 per cent.....	1,596 00	22,800 00
Milton & S. 1st mortgage.....	26,000 00	8 per cent.....	1,580 80	19,760 00
No. Car. Mid. 1st mortgage.....	390,000 00	6 per cent.....	17,784 00	255,970 65
No. W. N. C. 1st mortgage.....	167,000 00	6 per cent.....	7,615 20	126,920 00
Oxford & H. 1st mortgage.....	195,000 00	6 per cent.....		148,200 00
Piedmont 1st mortgage.....	1,000,000 00	6 per cent.....	45,600 00	760,000 00
R. & W. Pt. Terminal coll. 2.....	386,100 00		14,668 00	220,077 00
R. & D. R. R. consol.....	1,487,000 00	5 per cent.....		842,368 80
R. & D. R. R. eq. S. F. gold.....	183,000 00	6 per cent.....		125,072 00
R. & D. R. R. eq. S. F. gold.....	42,000 00	5 per cent.....		64,294 86
State of Ga. 3½ per cent.....		3½ per cent.....		150 10
Statesville & W. 1st mortgage.....	300,000 00	6 per cent.....		228,000 00
W. O. & W. 1st mortgage.....	150,000 00	7 per cent.....		79,800 00
Yadkin 1st mortgage.....	615,000 00	6 per cent.....	28,044 00	345,224 92
Naomi.....			114 00	
Total.....			\$184,520 40	\$1,185,952 07

## MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Interest on open account for advances to leased lines.....			\$272,432 02

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	15,316 28	36,423 10	51,739 38
Renewals of ties.....	6,141 69	12,162 74	18,304 43
Repairs of bridges and culverts.....	5,489 67	11,077 59	16,567 26
Repairs of fences, road-crossings, signs, and cattle-guards.....	901 93	1,708 02	2,609 95
Repairs of buildings.....	4,580 87	12,069 47	16,650 34
Repairs of docks and wharves.....	15 70	40 53	56 23
Repairs of telegraph.....	327 17	642 80	969 97
Other expenses.....	871 74	1,748 31	2,620 05
Total.....	33,645 05	73,872 56	107,517 61
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	12,029 69	22,862 15	34,891 84
Repairs and renewals of passenger cars.....	21,031 28	397 58	21,428 86
Repairs and renewals of freight cars.....	5,378 95	78,644 78	84,023 73
Shop machinery, tools, etc.....	2,491 44	10,881 43	13,372 87
Other expenses.....	2,491 44	6,065 60	8,557 04
Total.....	43,931 36	118,881 60	162,812 96
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	12,504 27	50,427 81	62,932 08
Fuel for locomotives.....	18,341 86	63,683 78	82,025 64
Water supply for locomotives.....	1,694 84	3,538 37	5,233 21
All other supplies for locomotives.....	1,277 93	2,961 15	4,239 08
Wages of other trainmen.....	12,314 27	53,083 31	65,397 58
All other train supplies.....	1,943 71	3,701 27	5,644 98
Wages of switchmen, flagmen, and watchmen.....	2,038 85	4,185 57	6,224 42
Expense of telegraph, including train dispatchers and operators.....	7,249 29	14,536 28	21,785 57
Wages of station agents, clerks, and laborers.....	15,571 33	48,781 33	64,352 66
Station supplies.....	1,445 61	2,817 88	4,263 49
Loss and damage.....	1,539 67	7,441 72	8,981 39
Injuries to persons.....	971 58	2,038 03	3,010 61
Other expenses.....	1,473 28	1,960 55	3,433 83
Total.....	78,786 47	259,157 65	337,944 12
<b>General expenses:</b>			
Salaries of officers.....	6,399 36	12,845 91	19,245 27
Salaries of clerks.....	5,180 43	10,296 92	15,477 35
General office expenses and supplies.....	307 47	607 27	914 74
Agencies, including salaries and rent.....	4,923 84	9,963 70	14,887 54
Advertising.....	2,435 38	74 87	2,510 25
Insurance.....	1,301 60	2,979 27	4,280 87
Legal expenses.....	3,294 27	6,673 83	9,968 10
Stationery and printing.....	3,834 49	6,613 93	10,448 42
Other general expenses.....	3,244 08	6,461 25	9,705 33
Total.....	30,961 01	56,456 35	87,417 36
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	33,645 05	73,872 56	107,517 61
Maintenance of equipment.....	43,931 36	118,881 60	162,812 96
Conducting transportation.....	78,786 47	259,157 65	337,944 12
General expenses.....	30,961 01	56,456 35	87,417 36
Grand total.....	\$187,323 89	\$510,368 76	\$697,692 65
Percentage of expenses to earnings.....			22.49

## RENTALS PAID.

Rents paid for lease of Piedmont railroad, \$45,600.

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
		ASSETS.			
Item.	Total.	Item.	Total.	Increase.	Decrease.
9,334,877 38	Cost of road.....	10,171,314 02	836,436 64		
1,757,353 06	Stocks owned.....	1,794,693 56	37,340 50		
3,034,438 51	Bonds owned.....	4,185,952 07	1,151,513 56		
103,331 05	Real estate.....	106,770 05	3,439 00		
29,891 27	Charlotte Compress, No. 2.....	32,311 13	2,419 86		
181,727 78	Washington terminus Alexandria Co. property.....	233,440 64	51,712 86		
6,745,171 70	Cash and current assets.....	8,366,777 15	1,621,605 45		
	(Other assets:				
405,436 14	Materials and supplies.....	538,251 30	132,815 16		
927,329 63	Sundries.....	1,469,540 70	542,211 07		
\$22,519,556 52	Grand total.....	\$26,719,050 62	\$4,199,494 10		47,184 84

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
		LIABILITIES.			
Item.	Total.	Item.	Total.	Increase.	Decrease.
3,800,000 00	Capital stock.....	3,800,000 00			
10,785,077 60	Funded debt.....	12,434,277 80	1,649,200 00		
4,887,844 20	Current liabilities.....	6,078,407 64	2,090,563 44		
376,571 16	Accrued interest on funded debt not yet payable.....	405,028 72	28,457 56		
2,670,063 56	Profit and loss.....	3,101,336 66	431,273 10		
\$22,519,556 52	Grand total.....	\$26,719,050 62	\$4,199,494 10		

### CONTRACTS, AGREEMENTS, ETC.

Agreement between Union Palace-Car company and Richmond and Danville railroad company, dated January 25, 1889, to continue for twenty-five years, unless terminated by failure of either party to comply with terms of contract, in which event sixty days' notice in writing will be given of such failure, and the party not in default will then have the right to declare the agreement void.

Sleeping-car company is to own all sleeping and parlor cars, furnish them with proper employees such employees subject to the rules of the railroad company, and when objectionable to the railroad company, same shall be discharged. Railroad company to pay the sleeping-car company two cents per car per mile for every mile run over its roads by such sleeping cars. Railroad company to haul, free of charge, sleeping cars to repair shops, and to and from other points on the lines of railroad as may be necessary to put such cars in place for service. Railroad company will furnish lubricating material, ice and water, fuel for heating, and shall wash and clean such cars on the outside; shall replace coupling and air brake hose. Railroad company pays to the sleeping-car company the cost of repairing such cars on account of accident or other casualty, except when such casualty arises from defective heating or lighting apparatus, or the actual negligence of the employees of the sleeping-car company. Railroad company can make repairs to such cars when necessary at the cost of the sleeping-car company, other than those growing out of accident. Railroad company to furnish free transportation to owners of sleeping-car company and vice versa. All settlements to be made monthly. Railroad company to save the sleeping-car company harmless on account of damage caused and expenses growing out of accident to its employees, the railroad company being liable to such employees as if they were in fact employees of the railroad company.

This contract, or consideration of one dollar and other good and valuable consideration, was assigned to the Pullman Car company, with guaranty of the prompt and faithful performance by the Union Palace-Car company of its provisions.

Contract with Southern express company, dated May 20, 1888, to remain in effect a period of ten years, and to continue thereafter until ninety days' notice in writing given by either party of its intention to terminate same.

Express company shall not make rates on local or non-competitive business less than fifty per cent. above class freight rates per hundred pounds of the railroad company. If rates charged by express company to public are deemed unsatisfactory by railroad company, they shall be modified. Agents at way or terminal points to act as agents of the express company, for which express company will pay reasonable compensation, to be approved by the general manager of the railroad company. Railroad company to furnish free transportation for officers and employees of express company while traveling on business. Railroad company not to be responsible for any damage to said employees, except when caused by gross negligence of railroad company. Employees of express company to be subject to rules of railroad company on all its trains. Railroad company to receive forty-five per cent. of gross revenue of non-competitive or local business. Railroad company to receive forty per cent. of gross revenue of through business. In consideration of express company assuming all responsibility of gold and silver bullion, or specie, carried, the railroad company shall do the transportation at the rate of twenty-five cents per hundred pounds per hundred miles, or fractions thereof. On other moneys and valuables, express company will retain the whole revenue, assuming all responsibility therefor. Railroad company not to be held responsible for any damage or loss by delay or failure to deliver goods or other articles. Express company agrees to indemnify railroad company from all loss. Express company to transport free of charge, sealed packages and remittances or collections of the railroad company over its own lines, at the risk of the railroad company, except for loss which may result from the negligence or dishonesty of employees of the express company. When sent beyond its lines the railroad company to pay two-thirds of regular rates.

Contract with Adams express company, dated February 26, 1886, to remain in effect for three years and continue thereafter until ninety days' notice, in writing, to terminate by either party.

Express company shall not make rates or charges per hundred pounds less than freight rates of railroad company. All rates, however, to receive approval of officers of railroad company. Agents of the railroad company, where desired, can act as agents of the express company. Railroad company to furnish free transportation for officers and messengers of express company while traveling on express business, but at their own risk. Of revenue collected on local business, the rail-



road company shall receive forty-five per cent., and on through business railroad company shall receive forty per cent. of the express company's proportion of freights transported over its lines. Express company will transport, free of charge, sealed money packages over line of railroad company, and to points beyond its lines will charge two-thirds of its regular rates.

Contract between Baltimore and Potomac railroad company and Richmond and Danville railroad company, covering lease of track between south end of Long bridge and passenger station at Washington, dated March 28, 1889, to continue in force until January 1, 1890, and from year to year thereafter until either party shall give the other party notice, six months prior to the expiration of any year, of the desire to terminate same.

Potomac company grants Danville company right to transport its own passenger trains over track between south end of Long bridge and passenger station at Washington. Also agrees to give the Danville company such accommodations in its passenger station in the city of Washington as can be given without detriment to its regular business. Danville company, in consideration of rights granted, agrees to forward, as far as it may do so, all of its passengers, mail, and express traffic destined to and from points on or reached by its lines and passing to or from the city of Washington by the Potomac company. Danville company agrees to pay fifteen cents for each passenger transported between points south of the Rappahannock river and Washington and points north thereof, and ten cents for each regular passenger transported between points north of Rappahannock river and Washington and points north thereof; and six cents on commutation tickets between points north of the Rappahannock river and Washington, and such compensation for mail and express traffic as may be agreed upon from time to time. Danville company also agrees to pay the Potomac company for switching freight cars in either direction between the freight station to be established near south end of Long bridge in the yards of the Danville company at seventy-five cents for each loaded car, and the sum to be paid for in any one day shall never be less than twenty dollars. No charge for empty cars. All employees of the Danville company to be under the control of the Potomac company, and each party shall be severally, not jointly, responsible for loss or damage which may be caused by the fault of employees solely in its own service.

Agreement between Alexandria and Washington railway company and Richmond and Danville railroad company, covering use of tracks between Alexandria and south end of Long bridge, dated March 26, 1869. The Alexandria company grants the Danville company the use of its railway between Duke street, Alexandria, and south end of Long bridge to connection with the Baltimore and Potomac. The trains and employees of the Danville company to be subject to regulations and orders of the superintendent or proper officer of Alexandria company. Each party to be severally and not jointly responsible for the loss or damage which may be caused by fault of the employees in its own service or defect in its own equipment; each party to protect the other in case of loss; agents, telegraph operators, watchmen, switchmen, train dispatchers employed in maintenance, or care of, or operation of the property aforesaid, shall in respect of the liability of the parties operating said line to each other or to third persons, growing out of the fault or neglect of such agents of the party to, or upon, or in connection with whose trains or property any loss may have occurred, neither party in such cases being liable to the other; but where loss or damage to their property is sustained by the parties hereto, through their joint negligence, then each party shall bear its own loss. The Danville company to pay the annual rental at the rate of five per centum at the appraised value of the railway jointly used, which is understood to be \$250,000; also one-half of all taxes. Should any additional real estate, right of way, or tracks, or other structures be necessary, Alexandria company shall provide same, Danville company to pay one-half of interest on cost of same at five per cent. In addition to rental, Danville company is to pay its proportion of cost of maintenance of operating said railway in proportion to car and engine mileage.

Agreement between associated railways of Virginia and the Carolinas. Parties to the agreement: The Richmond and Danville railroad company, representing its owned, leased, controlled, and operated roads (the Georgia Pacific excepted), constituting with its connections the Piedmont Air Line, and other freight and passenger lines. The Atlantic Coast-Line company, representing its owned, leased controlled, and operated roads, constituting with its connections, together with the Seaboard and Roanoke railroad company, the Atlantic Coast Line and other freight and passenger lines. The Seaboard and Roanoke railroad company, Raleigh and Gaston railroad company, Raleigh and Augusta Air-Line railroad company, and the Carolina railroad company, representing their owned, leased, controlled, and operated roads, constituting with their connections, and the Petersburg railroad company and the Richmond and Petersburg railroad company, the Seaboard Air Line, and other freight and passenger lines.

Contract entered into to harmonize interests of roads parties to the agreement, and to constitute

an alliance for mutual protection in regard to rates. All rates to competitive points between either of the three lines to be issued by a joint officer, known as "commissioner." All independent solicitation of traffic is prohibited. Expense of joint agencies to be divided on gross revenue of lines as reported by the auditor of the several companies. Contract dated August 1, 1892, and to remain in force five years.

Agreement between companies composing the Piedmont Air Line, viz.: Atlanta and Charlotte Air-Line railway company, Charlotte, Columbia and Augusta railroad company, Richmond and Danville railroad company, Richmond, York River and Chesapeake railroad company, Messrs. Wm. P. Clyde & Co., and Merchants' and Miners' transportation company. The last three representing steamer lines between West Point, Va., and Providence, R. I., New York, Philadelphia, and Baltimore.

Agreement covers establishment of through freight service between Boston, Providence, New York, Philadelphia, and Baltimore, to West Point and Richmond, Va., and southern cities.

Agreement executed — day of July, 1879, and is still in force.

Contract covering Richmond and Danville despatch between Pennsylvania railroad company, Philadelphia, Wilmington and Baltimore railroad company, Baltimore and Potomac railroad company, Alexandria and Washington railroad company, and Richmond and Danville railroad company, and such other companies as may by mutual consent become parties to the agreement for the purpose of forming a through freight line to and from the lines of the companies above mentioned, between the cities of New York, Philadelphia, and Baltimore, and including such other points as are reached by the Pennsylvania railroad company, and all stations on the Richmond and Danville railroad company's lines. Line to be designated as Richmond and Danville despatch.

Agreement dated August 1, 1887. Each company to be responsible for freight while on its own line. The Pennsylvania railroad, representing lines north of Alexandria, contributing fifty freight cars, and the Richmond and Danville railroad company, contributing two hundred freight cars, and in case the business requires additional equipment, same to be furnished in like proportion. Five thousand pounds to be considered a minimum car load. Each company agrees to forward the cars of this line without delay when offered in good order. Loaded cars rejected at junction points shall be promptly prepared. All car-loads to go through to destination without transfer, unless prevented by defective cars, or unavoidable cause. Rates under this contract to be subject to approval of general freight departments of the several roads.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
Gen'l mt'ge gold.....	Richmond and branches.	.....	154.07	29,583 00	.
Debenture.....		.....	154.07	16,620 00	
Consol. general.....		.....	154.07	22,346 00	
Second mortgage.....		.....	154.07	14 80	
Consol. mortgage.....		.....	154.07	82 20	
Eq. S. F. 5 per cent.		.....	154.07	7,728 00	
Eq. S. F. 6 per cent.		.....	154.07	4,366 00	
				\$80,740 00	

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensa- tion.	Average daily compen- sation.
General officers.....	14	5,110	19,979 63	3 90
General office clerks.....	214	64,602	16,067 93	25
Station agents.....	29	10,614	16,598 40	1 56
Other station men.....	97	30,458	34,582 75	1 13
Enginemen.....	43	14,190	51,084 00	3 60
Firemen.....	44	17,820	30,294 00	1 70
Conductors.....	24	6,671	24,187 31	3 62
Other trainmen.....	78	25,844	39,763 20	1 54
Machinists.....	53	16,589	39,811 60	2 40
Carpenters.....	87	27,241	51,989 00	1 90
Other shopmen.....	213	66,669	116,567 57	1 73
Section foremen.....	25	9,150	14,683 20	1 60
Other trackmen.....	177	55,578	40,680 25	73
Switchmen, flagmen, and watchmen.....	23	7,732	11,264 43	1 45
Telegraph operators and dispatchers.....	27	9,882	18,338 05	1 85
All other employees and laborers.....	315	98,637	110,474 12	1 12
Total (including "general officers").....	1,463	466,787	636,395 44	1 36
Less "general officers".....	14	5,110	19,979 63	3 90
Total (excluding "general officers").....	1,449	461,677	616,415 81	1 36
Distribution of above:				
General administration.....	228	69,712	36,047 56	51
Maintenance of way and structures.....	212	67,868	59,150 45	87
Maintenance of equipment.....	612	192,076	311,094 02	1 62
Conducting transportation.....	411	137,131	230,113 41	1 68
Total (including "general officers").....	1,463	466,787	636,395 44	1 36
Less "general officers".....	14	5,110	19,979 63	3 90
Total (excluding "general officers").....	1,449	461,677	\$616,415 81	\$1 36

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	236,120	
Number of passengers carried one mile.....	9,256,493	
Average distance carried.....	39.20	
Total passenger revenue.....		267,054 51
Average amount received from each passenger.....		1 13 1/2
Average receipts per passenger per mile.....		2 55
Estimated cost of carrying each passenger one mile.....		2 03
Total passenger earnings.....		324,329 25
Passenger earnings per mile of road.....		2 37 42.50
Passenger earnings per train mile.....		1 28.11
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	893,777	
Number of tons carried one mile.....	82,364,013	
Average distance haul of one ton.....	92.15	
Total freight revenue.....		1,069,301 80
Average amount received for each ton of freight.....		1 22 85
Average receipts per ton per mile.....		1.50
Estimated cost of carrying one ton one mile.....		.50
Total freight earnings.....		1,100,593 19
Freight earnings per mile of road.....		8.65 18.74
Freight earnings per train mile.....		2 12.34
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		1,366,356 31
Passenger and freight revenue per mile of road.....		9.914 64.25
Passenger and freight earnings.....		1,424,922 44
Passenger and freight earnings per mile of road.....		11.038 61
Gross earnings from operation.....		1,736,440 83
Gross earnings from operation per mile of road.....		13.299 15.51
Expenses.....		697,692 65
Expenses per mile of road.....		5.062 64.24
<b>Train mileage:</b>		
Miles run by passenger trains.....	262,207	
Miles run by freight trains.....	518,539	
Total mileage trains earning revenue.....	780,746	
Miles run by switching trains.....	228,172	
Miles run by construction and other trains.....	24,548	
Grand total train mileage.....	1,033,466	
Mileage of loaded freight cars—north or east.....	9,385,770	
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....	2,870,756	
Mileage of empty freight cars—south or west.....		
Average number of freight cars in train.....	23.5	
Average number of loaded cars in train.....	18	
Average number of empty cars in train.....	5.5	
Average number of tons of freight in train.....	162.1	
Average number of tons of freight in each loaded car.....	9.1	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	3,273	25,388	28,661	
Flour.....	8,321	9,924	18,245	
Other mill products.....	8,290	5,781	14,071	
Hay.....	1,313	6,550	7,863	
Tobacco.....	14,375	19,977	34,352	
Cotton.....	344	66,491	66,835	
Fruit and vegetables.....	4,038	39,367	43,405	
Cotton factory products.....	908	28,172	29,080	
Products of animals:				
Live stock.....	1,022	4,533	5,555	
Dressed meats.....	2,570	734	3,304	
Other packing-house products.....	5,437	4,804	10,241	
Poultry, game, and fish.....	262	621	883	
Wool.....	39	117	156	
Hides and leather.....	283	1,631	1,914	
Products of mines:				
Anthracite coal.....	4,489	7,535	12,024	
Bituminous coal.....	16,248	68,894	85,142	
Coke.....	32	601	633	
Ores.....	2,193	7,572	9,765	
Stone, sand, and other like articles.....	26,716	8,754	35,470	
Products of forest:				
Lumber.....	23,386	70,887	94,273	
Manufactures:				
Petroleum and other oils.....	9,301	13,824	23,125	
Sugar.....	9,350	3,851	13,201	
Naval stores.....	175	7,809	7,984	
Iron, pig, and bloom.....	50	69,871	69,921	
Iron and steel rails.....	1,832	6,319	8,151	
Other castings and machinery.....	5,407	15,278	20,775	
Bar and sheet metal.....	5,106	2,276	7,382	
Cement, brick, and lime.....	3,476	8,372	11,848	
Agricultural implements.....	135	720	855	
Wagons, carriages, tools, &c.....	245	1,692	1,937	
Wines, liquors, and beers.....	1,023	3,156	4,179	
Household goods and furniture.....	1,066	2,348	3,414	
Fertilizers.....	25,192	20,648	45,840	
Merchandise.....	26,506	71,565	98,071	
Miscellaneous:				
Other commodities not mentioned above.....	29,585	45,736	75,322	
Total tonnage.....	242,079	651,698	893,777	

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind
Locomotives:						
Passenger.....		10	7	Westinghouse.	7	Janney.
Freight.....		3	3	"		
Switching.....		4	4	"		
Leased.....	{ Passenger.....	24	24	"	24	"
	{ Freight.....	83	83	"	83	"
	{ Switching.....	4	3	"		
Total locomotives.....		128	124	Westinghouse.	114	Janney.
Cars in passenger service:						
First-class passenger cars.....		15	15	Westinghouse.	15	Janney.
Second-class passenger cars.....		6	6	"	6	"
Combination passenger cars.....		1	1	"	1	"
Baggage, express, and postal cars.....		23	23	"	23	"
Other cars in passenger service—leased.....		45	45	"	45	"
Officers' cars.....		4	4	"	4	"
Total.....		94	94	Westinghouse.	94	Janney.
Cars in freight service:						
Box cars.....	9	3,600	2,063	Westinghouse.	2,181	Janney.
Other cars.....	{ Gondolas.....	733	275	"	307	"
	{ Supply.....	3				
Total.....	9	5,146	2,483	Westinghouse.	2,736	Janney.
Cars in company's service:						
Caboose cars.....		106				
Other road cars.....	{ House.....	15				
	{ Tool and pile drivers.....	2				
Total.....		123				
Total cars owned.....		1,634				
Cars leased.....		3,728	2,483	Westinghouse.	2,554	Janney.
Grand total cars.....		5,363	2,577	Westinghouse.	2,830	Janney.

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	143.07	11		154.07	11.00	143.07
Miles of yard track and sidings.....	38.51			38.54	35.14	3.40
Total mileage operated (all tracks).....	181.61	11		192.61	46.14	146.47

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	143.07	11	.....	154.07	11	143.07
Total mileage operated (single track).....	143.07	11	.....	154.07	11	143.07

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	143.07	11	.....	154.07	11	143.07
Total mileage owned (single track).....	143.07	11	.....	154.07	11	143.07

## RENEWALS OF RAILS AND TIES.

## NEW RAILS LAID DURING YEAR.

KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel.....	81.165	60½ lbs.	33 13
".....	184.740	70 lbs.	34 13
Total.....	265.905		

## NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
Oak—First class.....	56,103	35
Oak—Second class.....	7,488	17½
Total.....	63,591	32½

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		7,154		124	7,218	262,207	55.66
Freight.....		25,714		309	25,868	518,530	99.73
Switching.....		5,891			5,891	228,172	51.65
Construction.....		540		14	547	24,548	44.26
Total.....		39,299		447	39,524	1,033,466	76.88
Average cost at distributing point.....	\$2 01		{ 2 46 \$2 34 }		\$2 01		

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		13						
Falling from trains and engines.....		11				1		
Overhead obstructions.....		1						
Collisions.....	1	5						
Other train accidents.....		1						
At stations.....	1	2			5	42		
Other causes.....	1	9						
Total.....								

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....						1		1
Other causes.....	1		6	2			6	
Total.....	1		6	2		1	6	3

## EXPLANATION OF ACCIDENTS.

Trainmen—"Other train accidents"—Injured, 1, by steam or arch pipe bursting.

Trainmen—"Other causes"—Killed, 1, walking on track. Injured—1, walking on track; 1, loading tender; 1, leaning out window; 1, handling baggage; 2, handling freight or material; 1, working machinery in shops.

Other employees—"Other causes"—Killed, 1, walking on track; 1, handling freight material; 3, walking on track. Injured—2, loading tender; 1, handling baggage; 21, handling freight or material; 18, working machinery in shops.

Passengers—"Other causes"—Injured, 1, jumping on and off trains.

Trespassers—Killed, 4, walking on track not at highway crossing; 2, asleep on track. Injured—2, walking on track not at highway crossing.



## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.					
FROM—	TO—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Number.	ASCENDING GRADES.		DESCENDING GRADES.	
								Sum of ascents.	Aggregate length of ascending grades.	Sum of descents.	Aggregate length of descending grades.
				Miles.	Miles.	Miles.		Feet.	Miles.	Feet.	Miles.
Richmond .....	Danville.....	143.07	182	48.91	94.16	33.86	79	2,128.07	69.50	1,743.08	39.71

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Stone.....	8	1,552	.....	100	.....	256			
Iron.....	16	3,524	7	33	.....	645			
Wooden.....	2	846		121		725			
Total.....	26	5,922	7						
Trestles.....	4	344	6	10	6	150			
Tunnels.....	2	155	6	41	.....	114	6		
Overhead highway crossings:									
Bridges.....	6								22

Gauge of track—four feet nine inches: 154.07 miles.

## TELEGRAPH.

The Western Union telegraph company has exclusive right to build lines on property of this company, and they decline to make a report of miles operated.

## CAR MILEAGE.

List of individual, refrigerator and oil-car lines: Anglo-American Refrigerator Car company. American Cotton-Oil company. Austell Refrigerator-Car line. Armour & Company. Atlantic Stone, Coal and Lumber company. Armour Packing company. American Refrigerator Transit company. Arms Palace Horse-Car company. J. G. Brill & Company. Burton Stock-Car company. Berwind-White Coal-Mining company. Canada Cattle-Car company. Chicago Refrigerator-Car company. Chicago Commercial Express. California Fruit-Transportation company. Charlotte Oil and Fertilizer company. Cold-Blast Transportation company. Cudahy Milwaukee Refrigerator line. Cygnet Tank line. Jacob Dold & Sons' Dressed-Beef line. J. W. Ellsworth & Company. Eureka Transportation company. Globe Tank line. Gate City Oil company. Groemann's Palace Horse-Car Company. Hicks' Stock-Car company. G. H. Hull & Company. Interstate Ventilator Refrigerator-Car line. Iron Car Express Coal line. Kanawha Valley Rolling Stock Car company. Kansas City Refrigerator-Car company. Kentucky Refining company. Keystone Palace Horse-Car Company. Kingan's Refrigerator line. Shawnee Oil company. Kansas City Dressed-Beef line. Laurell Hill Coal company. Merchants' Despatch Transportation company. Morriss & Company Refrigerator line. Manhattan Oil company. National Despatch line. New England Car company. Peerless Tank line. Penn Gas-Coal company. S. Y. Ramage. Wm. P. Rend. St. Louis Refrigerator-Car company. Silberhorn Oil company. Sioux City Dressed-Beef Refrigerator line. Southern Despatch Lumber line. Southern Iron Car line. Southern Cotton-Oil company. Street's Stable Car line. Southern Freight line. Swift's Refrigerator line. Terre Haute Brewing company. Tide Water Oil company. Union Tank line. Union Refrigerator or Transit company. United Colliers company. Virginia and Alabama Coal company. Westmoreland Coal company. West Michigan Equipment Company and Lumber line.

## OATH.

DISTRICT OF COLUMBIA,  
CITY OF WASHINGTON, } ss.:

We, the undersigned, W. H. Green, general manager, and M. C. Figg, auditor of the Richmond and Danville railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said railroad; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railroad in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said railroad during the period for which said return is made.

W. D. GREEN, *General Manager.*

M. C. FIGG, *Auditor.*

Subscribed and sworn to before me this 11th day of November, 1892.

CHAS. P. LEE,  
*Notary Public,*

## RICHMOND, YORK RIVER AND CHESAPEAKE RAILROAD.

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### HISTORY.

Name of common carrier making this report—Richmond, York River and Chesapeake railroad company.

Date of organization—November 22, 1872.

Chartered by State of Virginia as the Richmond and York River railroad January 31, 1853. Sold under foreclosure May 2, 1872, and reorganized under present title.

Operated by Richmond and Danville railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Reuben Foster.....	Baltimore, Md.....	} On election of successor.
Wm. P. Clvde.....	New York.....	
Jas. B. Pace.....	Richmond, Va.....	
T. M. Logan.....	New York.....	

Total number of stockholders at date of last election—37.

Date of last meeting of stockholders for election of directors—December 9, 1886.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Washington, D. C.

## \* OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	President ex officio.....	Richmond, Va.
President.....	A. S. Buford.....	Richmond, Va.
Vice-President.....	T. M. Logan.....	New York.
Secretary and Treasurer.....	R. Brooke.....	Richmond, Va.

\*The remaining and operating officers are those of the Richmond and Danville railroad company.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Richmond, York River and Chesapeake railroad.....	Richmond, Va.....	West Point, Va.....	39.10	39.10

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Richmond, York River and Chesapeake railroad leased to the Richmond and Danville railroad company under agreement of July 9, 1881, for a term of nine hundred and ninety-nine years from and after July 1, 1881, the said Richmond and Danville railroad company agreeing to pay to the holders of the outstanding bonds of said Richmond, York River and Chesapeake railroad company the interest on said bonds as it matures and becomes payable, said interest amounting to the sum of \$32,000, and to the stock-holders of said company a yearly dividend of six per cent. on their respective holdings of stock, the said dividend amounting to \$29,850.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	100	500,000	500,000	497,500	6 per cent.	29,850
Total.....	\$100	\$500,000		\$497,500	6 per cent.	\$29,850

## FUNDED DEBT.

Mortgage bonds, miscellaneous obligations, and income bonds.

CLASS OF BOND OR OBLIGATION.	Time. Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.*	INTEREST.	
							Amount payable.	Amount accrued during year.
First mortgage.....	1873	1894	400,000 00	400,000 00	400,000 00	8 per cent.	Jan. & July.....	32,000 00
Second mortgage.....	1880	1900	500,000 00	500,000 00	500,000 00	6 per cent.	May & Nov.....	18,576 00
Grand total.....			\$900,000 00	\$900,000 00	\$900,000 00			\$50,576 00

\* No record.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	400,000 00	400,000 00	62,000 00	30,076 00
Total.....	\$900,000 00	\$900,000 00	\$18,576 00	\$50,576 00

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$497,500 00			39.10	\$12,756 50
Bonds.....	900,000 00			39.10	23,075 00

## INCOME ACCOUNT.

Gross earnings from operation.....	191,918 08	
Less operating expenses.....	160,108 90	
Income from operation.....		31,809 18
Deductions from income:		
Interest on funded debt accrued.....	62,000 00	
Taxes.....	8,297 29	
Total deductions from income.....		70,297 29
Deficit.....		38,488 11
Dividends, 6 per cent., common stock.....	29,850 00	
Total.....		29,850 00
Deficit from operations of year ending June 30, 1892.....		\$68,338 11

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	34,801 98		
Total deductions .....		56 70	
Total passenger revenue.....			34,745 28
Mail.....			2,847 04
Express.....			1,664 75
Total passenger earnings.....			39,157 07
Freight:			
Freight revenue.....	156,298 25		
Total deductions .....		4,063 83	
Total freight revenue.....	152,234 42		
Total freight earnings.....			152,234 42
Total passenger and freight earnings.....			191,391 49
Other earnings from operation:			
Rents not otherwise provided for.....	377 03		
Other sources.....	149 56		
Total other earnings.....			526 59
Total gross earnings from operation.....			\$191,918 08

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	5,442 22	10,368 80	15,811 02
Renewals of ties.....	2,399 56	3,160 92	5,560 48
Repairs of bridges and culverts.....	1,494 82	1,993 83	3,488 65
Repairs of fences, road-crossings, signs, and cattle guards.....	200 56	301 43	501 99
Repairs of buildings.....	381 07	640 46	1,021 53
Repairs of telegraph.....	9 77	14 65	24 42
Other expenses.....	511 69	654 87	1,166 56
<b>Total.....</b>	<b>10,639 69</b>	<b>17,436 96</b>	<b>28,076 65</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	2,577 52	4,178 49	6,756 01
Repairs and renewals of passenger cars.....	399 76	12 14	411 90
Repairs and renewals of freight cars.....		4,941 88	4,941 88
Other expenses.....	2,148 72	3,952 59	6,101 31
<b>Total.....</b>	<b>5,026 00</b>	<b>13,085 10</b>	<b>18,211 10</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen	3,973 90	12,712 65	16,686 55
Fuel for locomotives.....	3,741 30	11,474 92	15,216 22
Water supply for locomotives.....	833 58	1,256 07	2,089 65
All other supplies for locomotives.....	320 24	807 69	1,127 93
Wages of other trainmen.....	4,347 38	13,116 89	17,464 27
All other train supplies.....	276 20	896 55	1,172 75
Wages of switchmen, flagmen, and watchmen.....	263 79	470 40	734 19
Expense of telegraph, including train dispatchers and operators.....	1,304 47	1,854 97	3,159 44
Wages of station agents, clerks, and laborers.....	2,666 06	10,133 36	12,799 42
Station supplies.....	275 81	473 84	749 65
Car mileage—balance.....	2,160 64	9,360 00	11,796 64
Loss and damage.....	309 34	1,183 68	1,493 02
Injuries to persons.....	6 60	292 90	299 50
Other expenses.....	140 22	452 21	592 43
<b>Total.....</b>	<b>20,630 53</b>	<b>64,762 13</b>	<b>85,401 66</b>
<b>General expenses:</b>			
Salaries of officers.....	1,145 96	1,859 56	3,005 52
Salaries of clerks.....	825 91	1,395 53	2,221 44
General office expenses and supplies.....	33 50	62 29	95 79
Agencies, including salaries and rent.....	466 58	3,032 77	3,499 35
Advertising.....	108 65	25 21	133 86
Insurance.....	118 66	225 74	344 40
Rents not otherwise provided for.....		15,845 35	15,845 35
Legal expenses.....	446 54	765 15	1,211 69
Stationery and printing.....	347 74	859 87	1,207 61
Other general expenses.....	356 02	498 46	854 48
<b>Total.....</b>	<b>3,849 56</b>	<b>24,569 93</b>	<b>28,419 49</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	10,639 69	17,436 96	28,076 65
Maintenance of equipment.....	5,126 00	13,085 10	18,211 10
Conducting transportation.....	20,630 53	64,762 13	85,401 66
General expenses.....	3,849 56	24,569 93	28,419 49
<b>Grand total.....</b>	<b>\$40,254 78</b>	<b>\$119,854 12</b>	<b>\$160,108 90</b>
<b>Percentage of expenses to earnings.....</b>			<b>83.42</b>



## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—			
First mortgage.....	Richmond.....	West Point.....	39.10	\$10,255 00	All.
Second mortgage.....	Richmond.....	West Point.....		12,820 00	"

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	14	5,110	3,005 52	58
General office clerks.....	214	61,602	2,221 44	3
Station agents.....	7	2,562	6,360 00	2 48
Other station men.....	72	25,769	48,857 51	1 89
Enginemen.....	10	3,650	11,503 75	3 15
Firemen.....	10	3,650	5,810 00	1 60
Conductors.....	11	3,443	10,095 95	2 93
Other trainmen.....	24	7,512	18,290 33	2 43
Carpenters.....	20	6,260	7,574 03	1 21
Other shopmen.....	6	2,190	2,988 00	1 36
Section foremen.....	5	1,830	2,520 00	1 42
Other trackmen.....	47	14,711	13,583 77	92
Switchmen, flagmen, and watchmen.....	4	1,441	1,193 28	80
Telegraph operators and dispatchers.....	5	1,830	4,033 80	2 20
All other employees and laborers.....	225	54,115	43,380 25	80
Total (including "general officers").....	674	198,675	181,447 63	19
Less "general officers".....	14	5,110	3,005 52	58
Total (excluding "general officers").....	660	193,565	178,442 11	91
Distribution of above:				
General administration.....	228	69,712	5,226 96	70
Maintenance of way and structures.....	72	22,801	32,315 46	1 42
Maintenance of equipment.....	6	2,190	2,988 00	1 36
Conducting transportation.....	368	103,972	140,917 21	1 48
Total (including "general officers").....	674	198,675	181,447 63	19
Less "general officers".....	14	5,110	3,005 52	58
Total (excluding "general officers").....	660	193,565	\$178,442 11	91

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	54,421	
Number of passengers carried one mile.....	1,740,581	
Average distance carried.....	31.98	
Total passenger revenue.....		34,745 28
Average amount received from each passenger.....		63.68
Average receipts per passenger per mile.....		1.99
Estimated cost of carrying each passenger one mile.....		2.53
Total passenger earnings.....		39,157 07
Passenger earnings per mile of road.....		1,001 45.00
Passenger earnings per train mile.....		74.99
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	302,664	
Number of tons carried one mile.....	11,265,200	
Average distance haul of one ton.....	37.22	
Total freight revenue.....		152,234 42
Average amount received for each ton of freight.....		50.28
Average receipts per ton per mile.....		1.33
Estimated cost of carrying one ton one mile.....		1.93
Total freight earnings.....		152,234 42
Freight earnings per mile of road.....		3,893 46.32
Freight earnings per train mile.....		1 73.17
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		186,979 70
Passenger and freight revenue per mile of road.....		4,853 37.51
Passenger and freight earnings.....		191,391 49
Passenger and freight earnings per mile of road.....		4,894 92.30
Gross earnings from operation.....		191,918 08
Gross earnings from operation per mile of road.....		4,908 39.67
Expenses.....		160,108 90
Expenses per mile of road.....		4,064 85.67
<b>Train mileage:</b>		
Miles run by passenger trains.....	52,234	
Miles run by freight trains.....	87,854	
Total mileage trains earning revenue.....	140,088	
Miles run by switching trains.....	104,052	
Miles run by construction and other trains.....	18,814	
Grand total train mileage.....	262,954	
Mileage of loaded freight cars—north or east.....	1,175,608	
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....	490,589	
Mileage of empty freight cars—south or west.....		
Average number of freight cars in train.....		18.9
Average number of loaded cars in train.....		13.3
Average number of empty cars in train.....		5.6
Average number of tons of freight in train.....		126.5
Average number of tons of freight in each loaded car.....		9.5

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	Whole tons.	Per cent.
Products of agriculture :					
Grain.....	1,986	186	2,152		
Flour.....	810	1,172	1,982		
Other mill products.....	237	1,508	1,745		
Hay.....	318	361	679		
Tobacco.....	4,144	8,307	12,451		
Cotton.....	16	70,473	70,489		
Fruit and vegetables.....	4,714	2,281	7,005		
Cotton factory products.....	77	14,849	14,926		
Products of animals :					
Live stock.....	220	247	467		
Dressed meats.....	905	13	918		
Other packing-house products.....	1,210	50	1,260		
Poultry, game, and fish.....	2,789	190	2,979		
Wool.....	115	30	145		
Hides and leather.....	175	1,637	1,812		
Products of mines :					
Anthracite coal.....	1,748	473	2,221		
Bituminous coal.....	2,324	9,407	11,731		
Coke.....	1		1		
Ores.....	15	984	999		
Stone, sand, and other like articles.....	129	1,834	1,963		
Products of forest :					
Lumber.....	2,294	6,668	8,962		
Manufactures :					
Petroleum and other oils.....	407	6,383	6,790		
Sugar.....	175	6,270	6,445		
Naval stores.....	235	8,968	9,203		
Iron, pig, and bloom.....	70	41,689	41,759		
Iron and steel rails.....	41	845	886		
Other castings and machinery.....	1,104	1,532	2,636		
Bar and sheet metal.....	715	265	980		
Cement, brick, and lime.....	973	868	1,841		
Agricultural implements.....	100	81	181		
Wagons, carriages, tools, etc.....	87	325	412		
Wines, liquors, and beers.....	60	1,316	1,376		
Household goods and furniture.....	674	1,198	1,872		
Fertilizer.....	2,246	6,400	8,646		
Merchandise.....	4,234	32,762	36,996		
Miscellaneous :					
Other commodities not mentioned above.....	6,456	31,298	37,754		
Total tonnage.....	41,784	260,880	302,664		

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		1				
Freight.....		1	1	Westinghouse.	1	Janney.
Switching.....		1	1	"		
Total locomotives.....		3	2	Westinghouse.	1	Janney.
Cars in passenger service:						
Second-class passenger cars.....		2	2	Westinghouse.	2	Janney.
Baggage, express, and postal cars.....		1	1	"	1	"
Total.....		3	3	Westinghouse.	3	Janney.
Cars in freight service:						
Flat cars.....		21			3	Janney.
Stock cars.....		6				
Coal cars.....		1				
Other cars (supply).....		1				
Total.....		29			3	Janney.
Cars in company's service:						
Other road cars (house cars).....		11				
Total.....		11				
Total cars owned.....		43	3	Westinghouse.	6	Janney.
Grand total cars.....		43	3	Westinghouse.	6	Janney.

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and Spurs.			Iron.	Steel.
Miles of single track.....	39.10	13.88	39.10		.10	39
Miles of yard track and sidings.....			13.88		12.50	1.38
Total mileage operated (all tracks).....	52.98		52.98		12.60	40.38

B. *Mileage of line by States and Territories.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs.			Iron.	Steel.
Virginia.....	39.10			39.10	.10	39
Total mileage operated (single track).....	39.10			39.10	.10	39

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	Total mileage excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	39.10			39.10	.10	39
Total mileage owned (single track).....	39.10			39.10	.10	39

## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
Oak—First class.....	20,672	35
Second class.....	1,158	17½
Total.....	21,830	34

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		1,766		46	1,789	52,234	68.69
Freight.....		3,102		233	3,218	87,854	73.5
Switching.....		780		1,324	1,442	104,052	27.71
Construction.....		323		10	328	18,814	34.68
Total.....		5,971		1,613	6,777	262,954	51.62

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		2						2
Overhead obstructions.....		1						1
Other train accidents.....		1						1
Other causes.....		1				10		11
Total.....		5				10		15

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.				TRESPASSING.		NOT TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....							1	1
At stations.....			1	1			1	1
Other causes.....			2	3			2	3
Total.....			3	4		1	3	5

## EXPLANATION OF ACCIDENTS.

Trainmen—"Other train accidents"—Injured, 1, steam-pipe bursting.

Trainmen—"Other causes"—Injured, 1, walking on track.

Other employees—"Other causes"—Injured, 6, handling freight or material; 4, walking on track.

"Other causes"—Killed, 2, asleep on track. injured, 1, asleep on track; 2, walking on track—not at highway crossing.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.			
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Number.	Sum of ascending grades.	Aggregate length of ascending grades.
				Miles.	Miles.	Miles.		Feet.	Miles.
								cent.	length of descending grades.
									Sum of descending grades.
									Feet.
									Miles.
Richmond	West Point	38.90		14.48	24.42			31.25	322

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
<b>Bridges:</b>									
Iron.....	5	412	2	32		150			
<b>Total.....</b>	<b>5</b>	<b>412</b>							
<b>Trestles.....</b>	<b>16</b>	<b>2,631</b>		<b>30</b>		<b>620</b>			
<b>Overhead highway crossings:</b>									
<b>Bridges.....</b>	<b>3</b>							<b>15</b>	<b>9</b>

Gauge of track—four feet nine inches; 39.10 miles.

## TELEGRAPH.

The Western Union telegraph company has exclusive right to build lines on property of this company, and they decline to make a report of miles operated.

## CAR MILEAGE.

List of individual, refrigerator and oil car lines: Anglo-American Refrigerator-Car company. American Cotton-Oil company. Austell Refrigerator-Car line. Armour & Company. Atlantic Stone, Coal and Lumber company. Armour Packing company. American Refrigerator Transit company. Arms Palace Horse-Car company. J. G. Brill & Company. Burton Stock-Car company. Berwind-White Coal-Mining company. Canada Cattle-Car company. Chicago Refrigerator-Car company. Chicago Commercial Express. California Fruit-Transportation company. Charlotte Oil and Fertilizer company. Cold-Blast Transportation company. Cudahy Milwaukee Refrigerator line. Cygnet Tank line. Jacob Dold & Sons' Dressed-Beef line. J. W. Ellsworth & Company. Eureka Transportation company. Globe Tank line. Gate City Oil company. Grossman's Palace Horse-Car company. Hicks' Stock-Car company. G. H. Hull & Company. Interstate Ventilator Refrigerator-Car line. Iron Car Express Coal line. Kanawha Valley Rolling Stock-Car company. Kansas City Refrigerator-Car company. Kentucky Refining company. Keystone Palace Horse-Car company. Kingan's Refrigerator line. Shawnee Oil company. Kansas City Dressed-Beef line. Laurel Hill Coal company. Merchants' Despatch Transportation company. Morris & Company Refrigerator line. Manhattan Oil company. National Despatch line. New England Car company. Peerless Tank line. Penn Gas-Coal company. S. Y. Ramage. Wm. P. Bend. St. Louis Refrigerator-Car company. Silberhorn Oil company. Sioux City Dressed-Beef Refrigerator line. Southern Despatch Lumber line. Southern Iron Car line. Southern Cotton-Oil company. Street's Stable-Car line. Southern Freight line. Swift's Refrigerator line. Terre Haute Brewing company. Tide Water Oil company. Union Tank line. Union Refrigerator Transit company. United Colliers' company. Virginia and Alabama Coal company. Westmoreland Coal company. West Michigan Equipment company and Lumber line.



## OATH.

DISTRICT OF COLUMBIA, }  
CITY OF WASHINGTON, } ss.:

We, the undersigned, W. H. Green, general manager, and M. E. Figg, auditor of the Richmond and Danville railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said railroad; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railroad in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. H. GREEN, *General Manager.*

M. C. FIGG, *Auditor.*

Subscribed and sworn to before me this 11th day of November, 1892.

CHAS. P. LEE,

*Notary Public.*

## VIRGINIA MIDLAND RAILWAY COMPANY.

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### HISTORY.

Name of common carrier making this report—Virginia Midland railway.

Date of organization—February 1, 1881, under an act of the General Assembly of Virginia, March 3, 1880.

Organized under the laws of the United States government and State of Virginia.

The Orange and Alexandria railroad company chartered by an act of the General Assembly of Virginia March 27, 1848. Name changed to Orange and Manassas railroad company, under an act of the General Assembly of Virginia, April 24, 1867.

The Orange, Alexandria and Manassas railroad company and the Lynchburg and Danville railroad company consolidated. Name changed to Virginia and North Carolina railroad company, under an act of Assembly January 14, 1871. Name changed to Washington City, Virginia Midland and Great Southern railroad company, under an act of Assembly, February 4, 1873.

Operated by the Richmond and Danville railroad.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. M. Logan.....	Charleston, S. C.....	December 21, 1892.
Geo. Parsons.....	No. 6 Wall street, New York.....	
John H. Inman.....	No. 80 Broadway, New York.....	
J. C. Maben.....	No. 24 Broadway, New York.....	
John McAnerney.....	No. 184 Broadway, New York.....	
G. S. P. Triplett.....	Jeffersonston, Va.....	
R. F. Mason.....	Charlottesville, Va.....	
Joseph Wilmer.....	Rapidan, a.....	
John S. Barbour.....	Alexandria, Va.....	
John W. Burke.....	Alexandria, Va.....	
Alex. D. Payne.....	Warrenton, Va.....	
Chas. M. Blackfor.....	Lynchburg, Va.....	
C. G. Holland.....	Danville, Va.....	
J. T. Lovell.....	Front Royal, Va.....	
Jas. B. Pace.....	Richmond, Va.....	
E. D. Christian.....	Richmond, Va.....	
E. S. Reid.....	Chatham, Va.....	
Robert Portner.....	Alexandria, Va.....	

Total number of stockholders at date of last election—128.

Date of last meeting of stockholders for election of directors—December 16, 1891.

Postoffice address of general office—Alexandria, Va.

Postoffice address of operating office—Washington, D. C.

## \* OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	T. M. Logan.....	Richmond, Va.
Secretary.....	W. H. Murbury.....	Alexandria, Va.
Treasurer.....	J. W. Hall.....	Washington, D. C.

\* The remaining and operating officers are those of the Richmond and Danville railroad company.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Virginia Midland railway.....	Alexandria.....	Orange.....	79.10	204.18
Virginia Midland railway.....	Charlottesville.....	R. & D. Junction.....	125.08	
Manassas branch.....	Manassas Junction.....	Strasburg.....	61	78
Warrenton branch.....	Calverton, Va.....	Warrenton, Va.....	8.90	
Franklin branch.....	Franklin Junction.....	Pittsville.....	7.10	
Front Royal branch.....	Front Royal.....	.....	1	
Charlottesville and Rapidan.....	Orange.....	Charlottesville.....	28.22	38.12
Franklin and Pittsylvania.....	Pittsville.....	Rocky Mount.....	29.20	
Washington and Southern.....	Alexandria.....	South end Long Br....	5	7
Baltimore and Potomac.....	South end Long Br....	B. & P. Station, Wash- ington.....	2	
Total mileage operated.....				347.30

## PROPERTY LEASED.

Leased by the Washington City, Virginia Midland and Great Southern railroad company to the Baltimore and Ohio railroad company, under deed dated August 20, 1873. Lease covers that part of the Manassas branch between Strasburg and Harrisonburg. Baltimore and Ohio pays rental for same—\$89,250 00—payable semi-annually in gold coin, from 1st day of September, 1885.

The lessor company conveys to the lessee company all of its works and property of every kind and description, except that portion of its road between Strasburg and Harrisonburg, Va., theretofore leased to the Baltimore and Ohio railroad company, together with all its rights and interest in and to the road between Orange and Charlottesville, Va., and between Franklin Junction and Rocky Mount, Va., together with all debts, dues, demands, and claims due and to become due to the said lessor company. The lessee company is to receive the income and revenue arising from the operation of the Virginia Midland railway and other property so leased, and is to apply the same to the payment of the operating expenses of said railway, to the payment of the interest on the outstanding bonds of said Virginia Midland railway company, to the payment of the rentals of the several roads, the leases of which are assigned in said agreement, and to the maintenance of the corporate organization of said Virginia Midland railway company, the amount to be paid each year on the latter account, not to exceed the sum of \$2,500; the residue of said yearly revenue and income to be turned over to the Virginia Midland railway company. The lessee to be at liberty to supply any deficiency in yearly revenues from time to time, retaining a corresponding lien on any subsequent yearly residue of revenues until such advances are repaid.

Dated June 1, 1878. Charlottesville company agrees to construct before the 1st of July, 1878, railroad from Charlottesville to Rapidan, connecting two portions of the Washington City, Virginia Midland and Great Southern railroad, road to be constructed in all respects as a first-class single-track road. Charlottesville company permits the receiver to occupy and enjoy said railroad and its franchises forever. Receiver agrees to pay to Charlottesville company the sum of \$36,000 00 per annum, payable quarterly, beginning on the day said Charlottesville railroad shall have been completed, and also agrees to pay same sum of \$36,000 00 for thirty-four years from the date of completion. In case of failure on the part of receiver to pay the rental promptly, lease is to be declared forfeited in sixty days.

After making the thirty-four annual payments, Charlottesville and Rapidan railroad is to become the property of the Virginia Midland railway company.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares au- thorized.	Par value of shares.	Total par value au- thorized.	Total amt't issued and outstand'g.	DIVIDENDS DECLARED DURING YEAR.
					Rate. Amount.
Capital stock:					
New—Common.....		\$100	6,000,000	5,974,400 00	
Old .....		100	800,000	24,540 00	
First preferred .....		100	1,500,000	6,685 67	
Second preferred.....		100	2,000,000	517 98	
Total.....			\$10,800,000	\$6,006,143 65	

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	Time. Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.*	Rate.	INTEREST.	
								When payable.	Amount accrued during year.
Series A.....	1881	1906	600,000	600,000	600,000	.....	6 per cent.	May & Sept.	36,000 00
B.....	1881	1911	1,900,000	1,900,000	1,900,000	.....	6 per cent.	May & Sept.	114,000 00
C.....	1881	1916	1,100,000	1,100,000	1,100,000	.....	6 per cent.	May & Sept.	66,430 00
D.....	1881	1921	950,000	950,000	950,000	.....	4 per cent.	May & Sept.	40,437 00
E.....	1881	1926	1,775,000	1,775,000	1,775,000	.....	5 per cent.	May & Sept.	89,087 50
F.....	1881	1931	1,310,000	1,310,000	1,310,000	.....	5 per cent.	May & Sept.	65,500 00
General mortgage.....	1886	1936	12,500,000	4,854,000	4,854,000	.....	5 per cent.	April & Oct.	243,108 46
Total.....			20,135,000	12,489,000	12,489,000	.....			651,358 46
Income.....	1881	1927	4,000,000	4,000,000	11,000	.....	6 per cent.	Jan. & July.	\$51,358 46
Grand total.....			\$24,135,000	\$16,489,000	\$12,500,000	.....			\$544,541 50

\* No record.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	12,489,000 00	12,489,000 00	651,358 46	544,541 50
Income bonds.....	4,000,000 00	11,000 00		
Total.....	\$16,489,000 00	\$12,500,000 00	\$651,358 46	\$544,541 50

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE  
FOR PAYMENT OF CURRENT LIABILITIES.

Bills receivable.....	7,633 93
Balance—Current liabilities.....	489,874 84
Total.....	\$497,508 77

CURRENT LIABILITIES ACCRUED TO AND  
INCLUDING JUNE 30, 1892.

Net traffic balances due to other companies.....	497,508 77
Total.....	\$497,508 77

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$6,006,143 65	All.		369.40	\$19,300 69
Bonds.....	12,500,000 00	All.			40,464 00

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

## EXPENDITURES DURING YEAR.

ITEMS.	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.		Total cost	Total cost	Cost per mile.
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.	to June 30, 1891.	to June 30, 1892.	
Construction:						
Other real estate.....			1,058 75			
Fences.....			3,976 47			
Grading and bridge and culvert ma- sonry.....			754 73			
Bridges and trestles.....			12,164 54			
Rails.....			10,616 53			
Ties.....			521 65			
Buildings, furniture and fixtures.....			3,007 63			
Engineering ex- penses.....			3 99			
Sidings and yard ex- tensions.....			1,041 51			
Other items.....			52,674 59			
Total construct'n.....			85,820 39			
Equipment:						
Locomotives.....			6,846 18			
Passenger cars.....			1,274 77			
Total equipment.....			8,120 95			
Grand total cost con- struction, equipm't, etc.....			\$93,941 34			

## INCOME ACCOUNT.

Gross earnings from operation.....	2,113,124 33	
Less operating expenses.....	1,314,143 03	
Income from operation.....		798,981 30
Miscellaneous income—less expenses.....		89,250 00
Total income.....		888,231 30
Deductions from income:		
Interest on funded debt accrued.....	651,358 46	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	17,106 02	
Rents.....	36,300 00	
Taxes.....	54,120 90	
Other deductions.....	47,393 65	
Total deductions from income.....		805,279 03
Net income.....		82,952 27
Surplus from operations of year ending June 30, 1892.....		82,952 27
Deficit on June 30, 1891.....		501,665 95
Additions for year.....		14,543 64
Deficit on June 30, 1892.....		\$433,257 32

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	821,468 93		
Total deductions.....		7,010 69	
Total passenger revenue.....			814,458 24
Mail.....			152,757 49
Express.....			73,260 10
Other items.....			1,701 71
Total passenger earnings.....			1,042,177 54
Freight:			
Freight revenue.....	1,053,294 48		
Total deductions.....		11,116 86	
Total freight revenue.....		1,006,194 05	
Other items.....		25,833 51	
Total freight earnings.....			1,032,027 56
Total passenger and freight earnings.....			2,074,205 10
Other earnings from operation:			
Rents from tracks, yards, and terminals.....	37,250 02		
Rents not otherwise provided for.....	6 00		
Other sources.....	1,663 21		
Total other earnings.....			38,919 23
Total gross earnings from operation.....			\$2,113,124 33

## MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Rent Manassas road from Strasburg to Har- ris-onburg Va.....			\$89,250 00

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	61,648 78	69,358 51	131,007 29
Renewals of ties.....	15,267 78	17,622 97	32,890 75
Repairs of bridges and culverts.....	15,088 19	16,029 38	31,117 57
Repairs of fences, road-crossings, signs, and cattle guards.....	3,303 82	3,867 08	7,170 90
Repairs of buildings.....	13,967 70	15,926 60	29,894 30
Repairs of docks and wharves.....	22 40	50 00	72 40
Repairs of telegraph.....	790 03	713 47	1,503 50
Other expenses.....	5,934 41	9,202 92	15,137 33
<b>Total.....</b>	<b>119,023 12</b>	<b>132,770 93</b>	<b>251,794 05</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	21,152 77	34,574 65	55,727 42
Repairs and renewals of passenger cars.....	28,591 43	235 65	28,827 08
Repairs and renewals of freight cars.....		33,096 97	33,096 97
Shop machinery, tools, etc.....	1,729 47	2,820 10	4,549 57
Other expenses.....	6,610 70	11,429 83	18,040 53
<b>Total.....</b>	<b>58,084 37</b>	<b>82,157 20</b>	<b>140,241 57</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	49,989 69	85,941 24	135,930 93
Fuel for locomotives.....	50,313 95	100,284 44	150,598 39
Water-supply for locomotives.....	5,412 71	9,762 00	15,174 71
All other supplies for locomotives.....	4,625 28	6,209 89	10,835 17
Wages of other trainmen.....	38,611 77	84,380 60	122,992 37
All other train supplies.....	5,635 67	4,425 23	10,060 90
Wages of switchmen, flagmen, and watchmen.....	5,181 00	4,887 83	10,068 83
Expense of telegraph, including train dispatchers and operators.....	36,272 05	35,112 04	71,384 09
Wages of station agents, clerks, and laborers.....	36,724 20	78,885 20	115,609 40
Station supplies.....	5,309 60	8,990 32	14,299 92
Car mileage—balance.....	54,111 30	61,237 09	115,348 39
Loss and damage.....	4,801 11	9,214 19	14,015 30
Injuries to persons.....	1,693 31	4,190 63	5,883 94
Other expenses.....	2,740 89	5,641 00	8,381 89
<b>Total.....</b>	<b>301,422 33</b>	<b>499,161 70</b>	<b>800,584 03</b>
<b>General expenses:</b>			
Salaries of officers.....	15,998 78	16,064 14	32,062 92
Salaries of clerks.....	12,706 35	12,369 16	25,075 51
General office expenses and supplies.....	782 78	708 67	1,491 45
Agencies, including salaries and rent.....	9,890 87	4,812 76	14,703 63
Advertising.....	3,517 48	52 53	3,570 01
Insurance.....	775 32	1,392 00	2,167 32
Legal expenses.....	9,015 02	8,937 12	17,952 14
Stationery and printing.....	6,764 29	9,659 39	16,423 68
Other general expenses.....	4,133 70	3,944 02	8,077 72
<b>Total.....</b>	<b>63,584 69</b>	<b>57,938 79</b>	<b>121,523 48</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	119,023 12	132,770 93	251,794 05
Maintenance of equipment.....	58,084 37	82,157 20	140,241 57
Conducting transportation.....	301,422 33	499,161 70	800,584 03
General expenses.....	63,584 69	57,938 79	121,523 48
<b>Grand total.....</b>	<b>\$542,114 41</b>	<b>\$772,028 62</b>	<b>\$1,314,143 03</b>
Percentage of expenses to earnings.....			62.19

## RENTALS PAID.

Rent paid for lease of Charlottesville and Rapidan railroad, \$15,300.



## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Assets.	Item.	Total.	Increase. Decrease.
18,306,482 24		Cost of road.....		18,460,631 72	94,149 48
73,587 32		N. C. Midland railroad.....		73,587 32	
25,000 00		Capital stock on hand for redemption of old stock.....		25,000 00	
6,400 51		B. F. Nalle, land account.....		6,400 51	
24,630 83		Unsettled claims against B. & P. R. R. for lost baggage.....		24,630 83	
7,033 83		Cash and current assets.....		7,633 93	
3 00		Other assets:		3 00	
501,665 95		Sundries.....		433,267 32	68,408 63
		Profit and loss.....			
\$19,006,203 78		Grand total.....		\$19,031,944 63	\$25,740 85

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	LIABILITIES.	Item.	Total.	Increase. Decrease.
6,000,000 00		Capital stock.....		6,000,000 00	
12,498,000 00		Funded debt.....		12,500,000 00	2,000 00
471,757 62		Current liabilities.....		467,508 77	25,740 85
3,753 85		Outstanding old stock.....		31,743 65	
3,081 70		Bonds, scrip not exchanged.....		1,681 70	
1,010 51		Stock, scrip not exchanged.....		1,010 51	2,000 00
\$19,006,203 78		Grand total.....		\$19,031,944 63	\$25,740 85

### CONTRACTS, AGREEMENTS, ETC.

Richmond and Danville railroad company and Virginia Midland railway company and Chesapeake and Ohio railroad company:

Lease of the Gordonsville branch and for use of track between Orange and Alexandria. Agreement dated December 23, 1890.

The Danville company, as lessee of the property of the Midland company, leases to the Chesapeake company, its successors or assigns, for ninety-nine years and one month, from 1st of March, 1891, and renewal thereafter forever, that portion of the Midland railroad between Gordonsville and Orange, for the sum of \$6,000 00 per annum; Chesapeake company to pay all taxes and to protect and hold harmless the Danville and Midland companies against all claims and demands arising out of the operation of said road.

Danville company also grants to the Chesapeake company, with the assent of the Midland company, the use of that portion of the Midland company's road between Orange, Va., to a connection with the Washington Southern railway company, in the city of Alexandria, for a term of ninety-nine years, and renewal thereafter forever.

The Chesapeake company agrees to pay as rental for such portion of same, the sum of \$125,000 00 (being interest at the rate of five per cent. per annum upon a valuation of \$2,500,000 00 per annum), as the engine and car mileage of the Chesapeake company bears to the combined engine and car mileage of the Danville company, but the Chesapeake company shall not pay in any one year less than \$31,250 00. Chesapeake company will also pay its proportion of all taxes on said line.

In addition to taxes and renewals referred to, the Chesapeake company agrees to pay its share of cost of maintaining and operating such lines.

The Chesapeake company further agrees, should additional real estate, right of way, track, bridges, etc., be necessary to conduct traffic for both parties, that it will pay as rental its share of the interest at five per centum per annum on the cost of such additional improvements, based on engine and car mileage as above provided.

Should the Danville company grant the use in common of the line of railway used jointly hereunder, or any part thereof, to any other railway companies, Chesapeake company shall have reduction in rental; question to be left to arbitration.

### SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
Serial bonds.....	Alexandria.....	Danville & br'hes..	309.40	\$27,262 44	All.
General mortgage, 5 per cent. income.....	Alexandria.....	Danville & br'hes..	309.40	15,688 43	All.

## EMPLOYEES AND SALARIES—ENTIRE LINE.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	14	5,110	32,062 92	6 27
General office clerks.....	214	65,661	25,075 51	38
Station agents.....	124	45,384	58,392 93	1 29
Other station men.....	53	19,398	14,027 69	72
Enginemen.....	61	19,685	77,921 45	3 96
Firemen.....	66	19,662	36,928 83	1 88
Conductors.....	46	11,966	44,080 64	3 68
Other trainmen.....	162	43,456	72,077 39	1 66
Machinists.....	21	5,983	13,554 80	2 27
Carpenters.....	79	20,881	34,684 50	1 66
Other shopmen.....	76	20,831	30,958 82	1 49
Section foremen.....	44	16,104	18,451 00	1 15
Other trackmen.....	305	79,661	80,323 28	1 01
Switchmen, flagmen, and watchmen.....	27	7,330	6,828 30	93
Telegraph operators and dispatchers.....	110	42,659	61,199 74	1 43
All other employees and laborers.....	354	125,576	163,984 16	1 30
Total (including "general officers").....	1,755	549,337	770,551 86	1 40
Less "general officers".....	228	70,771	57,138 43	80
Total (excluding "general officers").....	1,527	478,566	713,413 43	1 40
Distribution of above:				
General administration.....	228	70,771	57,138 43	80
Maintenance of way and structures.....	556	168,579	205,307 03	1 22
Maintenance of equipment.....	195	60,703	93,593 33	1 54
Conducting transportation.....	776	249,284	414,513 07	1 72
Total (including "general officers").....	1,755	549,337	770,551 86	1 40
Less "general officers".....	228	70,771	57,138 43	80
Total (excluding "general officers").....	1,527	478,566	\$713,413 43	\$1 40

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	494,016	
Number of passengers carried one mile.....	30,787,455	
Average distance carried.....	62.32	
Total passenger revenue.....		814,458 24
Average amount received from each passenger.....		1 64.00
Average receipts per passenger per mile.....		2 65
Estimated cost of carrying each passenger one mile.....		1 70
Total passenger earnings.....		1,042,177 54
Passenger earnings per mile of road.....		5,104 21.00
Passenger earnings per train mile.....		1 36.13
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	772,339	
Number of tons carried one mile.....	91,060,858	
Average distance haul of one ton.....	117.90	
Total freight revenue.....		1,006,194 05
Average amount received for each ton of freight.....		1 30.57
Average receipts per ton per mile.....		1 10
Estimated cost of carrying one ton one mile.....		.97
Total freight earnings.....		1,002,027 56
Freight earnings per mile of road.....		5,054 49.82
Freight earnings per train mile.....		1 30.02
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		1,820,652 29
Passenger and freight revenue per mile of road.....		8,916 80.25
Passenger and freight earnings.....		2,074,205 10
Passenger and freight earnings per mile of road.....		10,158 70.30
Gross earnings from operation.....		2,113,124 33
Gross earnings from operation per mile of road.....		10,349 32.12
Expenses.....		1,314,143 03
Expenses per mile of road.....		6,436 19.80
<b>Train mileage:</b>		
Miles run by passenger trains.....	765,606	
Miles run by freight trains.....	793,760	
Total mileage trains earning revenue.....	1,559,366	
Miles run by switching trains.....	345,822	
Miles run by construction and other trains.....	77,104	
Grand total train mileage.....	1,982,292	
Mileage of loaded freight cars—north or east.....	8,452,405	
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....		
Mileage of empty freight cars—south or west.....	4,151,289	
Average number of freight cars in train.....		15.8
Average number of loaded cars in train.....		10.6
Average number of empty cars in train.....		5.2
Average number of tons of freight in train.....		113.7
Average number of tons of freight in each loaded car.....		10.7

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture :				
Grain.....	21,314	14,361	35,675	
Flour.....	5,732	15,777	21,509	
Other mill products.....	5,643	5,074	10,717	
Hay.....	8,928	9,212	18,140	
Tobacco.....	4,390	24,650	29,040	
Cotton.....	30	8,240	8,270	
Fruit and vegetables.....	3,508	33,900	37,408	
Cotton factory products.....	251	8,107	8,358	
Products of animals :				
Live stock.....	20,834	21,923	42,307	
Dressed meats.....	283	418	701	
Other packing-house products.....	2,076	3,503	6,479	
Poultry, game, and fish.....	436	193	629	
Wool.....	109	68	177	
Hides and leather.....	1,027	838	1,865	
Products of mines :				
Anthracite coal.....	14,604	13,065	27,669	
Bituminous coal.....	84,627	31,615	116,242	
Coke.....	293	842	1,135	
Ores.....	9,714	12,277	21,991	
Stone, sand, and other like articles.....	5,491	4,466	9,957	
Products of forest :				
Lumber.....	19,699	54,895	74,594	
Manufactures :				
Petroleum and other oils.....	1,322	15,217	16,539	
Sugar.....	1,208	1,519	2,727	
Naval stores.....	128	2,405	2,533	
Iron, pig, and bloom.....	136	33,948	34,082	
Iron and steel rails.....	964	11,506	12,470	
Other castings and machinery.....	5,893	15,078	20,971	
Bar and sheet metal.....	2,455	1,914	4,369	
Cement, brick, and lime.....	11,237	16,975	28,212	
Agricultural implements.....	481	2,093	2,574	
Wagons, carriages, tools, etc.....	691	3,039	4,030	
Wines, liquors, and beers.....	3,788	2,210	5,998	
Household goods and furniture.....	1,565	2,698	4,263	
Fertilizers.....	12,388	17,120	29,508	
Merchandise.....	29,061	54,819	83,880	
Miscellaneous :				
Other commodities not mentioned above.....	1,963	45,357	47,320	
Total tonnage.....	283,019	489,320	772,339	

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		17	17		17	
Freight.....		12	6		5	
Switching.....		1				
Leased—Freight.....		11	11		11	
Passenger.....		3	3		3	
Total locomotives.....		44	36	Westinghouse.	36	Janney.
Cars in passenger service:						
First-class passenger cars.....		4	4		4	
Second-class passenger cars.....		9	9		9	
Combination passenger cars.....		11	11		11	
Baggage, express, and postal cars.....		14	14		14	
Other cars in passenger service (leased, first-class).....		4	4		4	
Officers and pay cars.....		2	2		2	
Total.....		44	44	Westinghouse.	44	Janney.
Cars in freight service:						
Box cars.....		285			2	Janney.
Flat cars.....		20			1	Janney.
Stock cars.....		57			2	Janney.
Other cars—Gondola.....		20				
Ore.....		56				
Total.....		438				
Cars in company's service:						
Derrick cars.....		1				
Caboose cars.....		16				
Other road cars—House.....		38				
Tool.....		3				
Total.....		58				
Total cars owned.....		536	44	Westinghouse.	49	
Cars leased.....		4				
Grand total cars.....		540	44	Westinghouse.	49	Janney.

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.				Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.	Line operated under lease.	Line operated under trackage rights.		Iron.	Steel.
Miles of single track.....	204.18	78	58.12	2.40	342.70	74.18	268.52
Miles of second track.....				4.60	4.60		4.60
Miles of yard track and sidings.....	44.75	8.22	5.88		58.85	56.03	2.82
Total mileage operated (all tracks)...	248.93	86.22	64	7	406.15	130.21	275.94

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Virginia.....	204.18	78	58.12	340.30	5	74.18	266.12
District of Columbia.....					2		
Total mileage operated (single track).....	204.18	78	58.12	340.30	7	74.18	266.12

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Virginia.....	204.18	78		282.18		44.28	237.90

## RENEWALS OF RAILS AND TIES.

## NEW RAILS LAID DURING YEAR.

KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel.....	1,269.2230	70 lbs.	31 81
Total steel.....	1,269.2230		

## NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
Oak—First class.....	82,119	36.4
Second class.....	13,814	18.2
Total.....	95,933	33.1

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		25,024		231	25,139	714,455	70.37
Freight.....		43,708		271	43,844	720,260	121.74
Switching.....		6,509		9	6,514	331,842	39.25
Construction.....		2,035		19	2,044	70,736	57.79
Total.....		77,276		530	77,541	1,837,293	84.47
Average cost at distributing point.....	\$2 00			\$1 80	\$2 00		

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		25						25
Falling from trains and engines.....		20		5		4		29
Collisions.....	1	8		1			1	9
Deraillments.....		3						3
At stations.....		10		2		31		43
Other causes.....		27				69		96
Total.....	1	93		8		104	1	205

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.				NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....		1						
At highway crossings.....					2		2	
Other causes.....		19	11	11			11	11
Total.....		20	11	11	2		13	11

## EXPLANATION OF ACCIDENTS.

Trainmen—"Other Causes"—Injured, 2, walking on track; 4, loading tender; 1, climbing ladder; 2, handling baggage; 7, handling freight or material; 2, letting off brake; 1, struck by stone; 1, fell over stove; 1, struck reverse bar; 2, stopping suddenly; 1, striking head against beam; 2, caught in door; 1, fell down.

Other Employees—"Other Causes"—3, injured; 37, handling freight or material; 21, working on track; 2, bank caved in; 2, in quarries; 1, driving wedge; 1, jack fell on him; 2, fell off platform; 1, brake shaft fell on him; 1 lumber falling on him; 1 torpedo explosion.

Passengers—"Other Causes"—Injured, 12, jumping on and off trains; 2, caught in car door; 4, thrown down in starting; 1, climbing up car.

Trespassers—"Other Causes"—Killed, 2, jumping on and off trains; 5, asleep on track; 3, on track not at highway crossing; 1, stealing ride. Injured, 4, jumping on and off train; 3, walking on track not at highway crossing; 4, stealing ride.





## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges :									
Iron.....	72	9,282		17	2	780			
Wooden.....	23	1,096	3	10		620			
Combination.....	4	846	6	40	6	489			
* Total.....	99	11,224	9						
Trestles.....	66	11,496	4	17		750			
Tunnels.....	2	626		256		370			
Overhead highway crossings :									
Bridges.....	29								18

Gauge of track—four feet nine inches; 340.30 miles.

## TELEGRAPH.

The Western Union telegraph company has exclusive right to build lines on property of this company, and they decline to make a report of miles operated.

## CAR MILEAGE.

List of individual, refrigerator and oil-car lines: Anglo-American Refrigerator Car company. American Cotton-Oil company. Austell Refrigerator-Car line. Armour & Company. Atlantic Stone, Coal and Lumber company. Armour Packing company. American Refrigerator Transit company. Arms Palace Horse-Car company. J. G. Brill & Company. Burton Stock-Car company. Berwind-White Coal-Mining company. Canada Cattle-Car company. Chicago Refrigerator-Car company. Chicago Commercial Express. California Fruit-Transportation company. Charlotte Oil and Fertilizer company. Cold-Blast Transportation company. Cudahy Milwaukee Refrigerator line. Cygnet Tank line. Jacob Dold & Sons' Dressed-Beef line. J. W. Ellsworth & Company. Eureka Transportation company. Globe Tank line. Gate City Oil company. Grossmann's Palace Horse-Car Company. Hicks' Stock-Car company. G. H. Hull & Company. Interstate Ventilator Refrigerator-Car line. Iron Car Express Coal line. Kanawha Valley Rolling Stock Car company. Kansas City Refrigerator-Car company. Kentucky Refining company. Keystone Palace Horse-Car Company. Kingan's Refrigerator line. Shawnee Oil company. Kansas City Dressed-Beef line. Laurell Hill Coal company. Merchants' Despatch Transportation company. Morriss & Company Refrigerator line. Manhattan Oil company. National Despatch line. New England Car company. Peerless Tank line. Penn Gas-Coal company. S. Y. Ramage. Wm. P. Rend. St. Louis Refrigerator-Car company. Silberhorn Oil company. Sioux City Dressed-Beef Refrigerator line. Southern Despatch Lumber line. Southern Iron Car line. Southern Cotton-Oil company. Street's Stable Car line. Southern Freight line. Swift's Refrigerator line. Terre Haute Brewing company. Tide Water Oil company. Union Tank line. Union Refrigerator Transit company. United Colliers company. Virginia and Alabama Coal company. Westmoreland Coal company. West Michigan Equipment Company and Lumber line.

## OATH.

DISTRICT OF COLUMBIA,  
CITY OF WASHINGTON, } ss:

We, the undersigned, W. H. Green, general manager, and M. C. Figg, auditor of the Richmond and Danville railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said railroad; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railroad in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said railroad during the period for which said return is made.

W. D. GREEN, *General Manager.*

M. C. FIGG, *Auditor.*

Subscribed and sworn to before me this 11th day of November, 1892.

CHAS. P. LEE,

*Notary Public.*

## WASHINGTON, OHIO AND WESTERN RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Washington, Ohio and Western railroad.

Date of organization—June 12, 1872.

Organized under the laws of the state of Virginia.

Operated by Richmond and Danville railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. Brice.....	Ohio.	
Sam'l Thomas.....	New York, N. Y.	
John C. Calhoun.....	New York, N. Y.	
T. M. Logan.....	New York, N. Y.	
John A. Rutherford.....	New York, N. Y.	
W. G. Oakman.....	New York, N. Y.	
Henry Harrison.....	Leesburg, Va.	
E. V. White.....	Leesburg, Va.	
Holmes Conrad.....	Winchester, Va.	
J. M. McCormick.....	Berryville, Va.	
R. E. Byrd.....	Winchester, Va.	
O. E. Hines.....	Vienna, Va.	

Date of last meeting of stockholders for election of directors—December 17, 1891.

Postoffice address of general office—Alexandria, Va.

Postoffice address of operating office—Washington, D. C.

## \* OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	John H. Inman.....	New York.
Secretary.....	A. J. Rauh.....	New York.
Treasurer.....	J. W. Hall.....	Washington, D. C.

\*The remaining and operating officers are those of the Richmond and Danville railroad company.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Washington, Ohio and Western railroad.....	Alexandria, Va.....	Round Hill, Va.....	50.12	
Washington and Southern.....	W. O. & W. Junction.....	South end Long Br.....	3.10	
Baltimore and Potomac.....	South end Long Br.....	B. & P. Pass. Station, Washington.....	2	
				55.22

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Washington, Ohio and Western railroad leased to the Richmond and Danville railroad company, under deed of lease October 30, 1888, for a term of 999 years, from and after that date for a yearly rental equal to thirty-five percentum of the gross receipts from the traffic and operation of said Washington, Ohio and Western railroad, payable on the 1st day of January of each year, the lessee guaranteeing that said thirty-five percentum of receipts shall be sufficient to pay the interest on the bonds of the lessor company.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....		\$100	\$1,000,000	\$1,000,000		

**FUNDED DEBT.**  
*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME. Date of issue.	When due.	Amount of authorized issue.	Amount outstanding.	Cash realized on the amount issued.*	INTEREST.†		
						Rate.	When payable.	Amount accrued during year.
First mortgage.....	1881	1924	\$1,250,000 00	\$1,250,000 00	.....	4 per cent....	Jan. & July.....	\$40,000 00
						4 per cent.—\$250,000 held by Richmond and Danville railroad.		

\* No record.

† Interest guaranteed only on \$1,000,000 at 4 per cent.

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$1,250,000 00	\$1,250,000 00	\$40,000 00	\$40,000 00
Income bonds.....	025,000 00	025,000 00		

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
		Net traffic balances due to other companies .....	169,891 83
Total.....	\$169,891 83	Total.....	\$169,891 83

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$1,500,000 00	All.	.....	50.12	\$29,928 00
Bonds.....	1,875,000 00	All.	.....	50.12	37,412 00

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.				
		Charged to income ac- count as per- manent im- provements.	Charged to construction or equipm't.			
Construction :						
Right of way.....			4 50			
Other real estate.....			10 00			
Fences.....			520 40			
Grading and bridge and culvert mason- ry.....			45 00			
Bridges and trestles..			3,527 27			
Ties.....			629 22			
Buildings, furniture, and fixtures.....			2,910 80			
Sidings and yard ex- tensions.....			346 32			
Other items.....			1,468 57			
Total construction..			\$9,462 08			

## INCOME ACCOUNT.

Gross earnings from operation.....	165,901 13	
Less operating expenses.....	113,293 24	
Income from operation.....		52,607 89
Deductions from income:		
Interest on funded debt accrued.....	40,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	8,597 68	
Taxes.....	5,854 99	
Other deductions.....	900 00	
Total deductions from income.....		55,352 67
Deficit.....		2,744 78
Deficit from operations of year ending June 30, 1892.....		\$2,744 78

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	92,585 67		
Total deductions .....		2,068 91	
Total passenger revenue.....			90,516 76
Mail.....			3,852 20
Express.....			8,131 57
Other items.....			61 16
Total passenger earnings.....			102,561 69
Freight:			
Freight revenue.....	63,342 94		
Total deductions .....		294 10	
Total freight revenue.....	63,048 84		
Other items.....	24 00		
Total freight earnings.....			63,072 84
Total passenger and freight earnings.....			165,634 53
Other earnings from operation:			
Rents not otherwise provided for.....	100 00		
Other sources.....	166 00		
Total other earnings.....			266 00
Total gross earnings from operation.....			\$165,901 13



## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	9,082 02	13,728 01	22,810 03
Renewals of ties.....	2,414 76	3,474 92	5,889 68
Repairs of bridges and culverts.....	1,226 23	1,839 35	3,065 58
Repairs of fences, road-crossings, signs, and cattle- guards.....	205 02	279 79	484 81
Repairs of buildings.....	838 27	1,110 62	1,948 89
Other expenses.....	1,042 30	1,505 61	2,547 91
<b>Total.....</b>	<b>14,808 60</b>	<b>21,938 30</b>	<b>36,746 90</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	1,211 58	2,250 08	3,461 66
Repairs and renewals of passenger cars.....	5,298 42	34 34	5,332 76
Repairs and renewals of freight cars.....		2,112 86	2,112 86
Shop machinery, tools, etc.....	102 98	258 06	421 03
Other expenses.....	1,021 65	2,037 13	3,058 78
<b>Total.....</b>	<b>7,694 03</b>	<b>6,692 46</b>	<b>14,387 09</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	3,210 91	7,850 33	11,061 24
Fuel for locomotives.....	3,185 58	8,196 47	11,382 05
Water supply for locomotives.....	517 99	1,051 69	1,569 68
All other supplies for locomotives.....	286 20	560 28	846 48
Wages of other trainmen.....	3,069 79	5,018 67	8,088 46
All other train supplies.....	686 40	677 18	1,363 58
Wages of switchmen, flagmen, and watchmen.....	284 54	409 47	694 01
Expense of telegraph, including train dispatchers and operators.....	1,368 08	2,010 20	3,378 28
Wages of station agents, clerks, and laborers.....	3,640 31	8,808 22	12,448 53
Station supplies.....	265 56	441 23	706 79
Car mileage.....	2,416 72	4,296 40	6,713 12
Loss and damage.....	235 68	487 65	723 33
Injuries to persons.....	100 84	145 12	245 96
Other expenses.....	93 45	140 19	233 64
<b>Total.....</b>	<b>19,362 05</b>	<b>40,093 10</b>	<b>59,455 15</b>
<b>General expenses:</b>			
Salaries of officers.....	447 09	525 56	973 25
Agencies, including salaries and rent.....	89 72	89 73	179 45
Advertising.....	83 85		83 85
Insurance.....	99 02	295 98	395 00
Legal expenses.....	200 01	300 03	500 04
Stationery and printing.....	226 55	345 96	572 51
<b>Total.....</b>	<b>1,146 84</b>	<b>1,557 26</b>	<b>2,704 10</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	14,808 60	21,938 30	36,746 90
Maintenance of equipment.....	7,694 03	6,692 46	14,387 09
Conducting transportation.....	19,362 05	40,093 10	59,455 15
General expenses.....	1,146 84	1,557 26	2,704 10
<b>Grand total.....</b>	<b>\$43,012 12</b>	<b>\$70,281 12</b>	<b>\$113,293 24</b>
Percentage of expenses to earnings.....			68.29

## CONTRACTS, AGREEMENTS, ETC.

Covered by Richmond and Danville contract.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—			
First mortgage.....	Alexandria.....	Round Hill.....	50.12	\$37,412 00	All
Income mortgage.....	Alexandria.....	Round Hill.....	50.12		

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	14	5,110	973 25	39
Station agents.....	15	5,490	6,212 10	1 13
Other station men.....	2	732	718 00	96
Enginemen.....	5	1,499	6,322 78	4 22
Firemen.....	7	1,542	3,001 44	1 95
Conductors.....	3	985	3,248 71	3 30
Other trainmen.....	10	3,211	4,424 66	1 32
Carpenters.....	11	2,877	4,849 00	1 69
Section foremen.....	6	1,878	2,540 00	1 35
Other trackmen.....	40	8,982	8,982 00	1 00
Switchmen, flagmen, and watchmen.....	1	371	546 22	1 47
Telegraph operators and dispatchers.....	3	1,161	2,817 14	2 43
All other employees and laborers.....	54	16,769	11,848 39	1 46
Total (including "general officers").....	171	50,607	56,483 69	1 11
Less "general officers".....	14	5,110	973 25	39
Total (excluding "general officers").....	157	45,497	55,510 44	1 11
Distribution of above:				
General administration.....	14	5,110	973 25	39
Maintenance of way and structures.....	69	17,283	21,406 28	1 24
Maintenance of equipment.....	2	559	1,035 18	1 35
Conducting transportation.....	86	27,653	33,068 98	1 77
Total (including "general officers").....	171	50,607	56,483 69	1 11
Less "general officers".....	14	5,110	973 25	39
Total (excluding "general officers").....	157	45,497	\$55,510 44	\$1 11

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	142,287	
Number of passengers carried one mile.....	5,028,048	
Average distance carried.....	35.33	
Total passenger revenue.....		90,516 76
Average amount received from each passenger.....		63.615
Average receipts per passenger per mile.....		1.800
Estimated cost of carrying each passenger one mile.....		.855
Total passenger earnings.....		102,561 60
Passenger earnings per mile of road.....		2,046 32.262
Passenger earnings per train mile.....		86.614
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	44,825	
Number of tons carried one mile.....	1,492,202	
Average distance haul of one ton.....	33.28	
Total freight revenue.....		63,048 84
Average amount received for each ton of freight.....		1 40.655
Average receipts per ton per mile.....		4.225
Estimated cost of carrying one ton one mile.....		4.798
Total freight earnings.....		63,072 84
Freight earnings per mile of road.....		1,258 43.655
Freight earnings per train mile.....		1 82.220
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		153,565 60
Passenger and freight revenue per mile of road.....		3,063 95.849
Passenger and freight earnings.....		165,634 53
Passenger and freight earnings per mile of road.....		3,304 75.917
Gross earnings from operation.....		165,901 13
Gross earnings from operation per mile of road.....		3,310 07.841
Expenses.....		113,293 24
Expenses per mile of road.....		2,290 43.974
<b>Train mileage:</b>		
Miles run by passenger trains.....	118,412	
Miles run by freight trains.....	34,608	
Total mileage trains earning revenue.....	153,020	
Miles run by switching trains.....	21,691	
Miles run by construction and other trains.....	7,805	
Grand total train mileage.....	182,516	
Mileage of loaded freight cars—north or east.....	181,076	
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....	98,734	
Mileage of empty freight cars—south or west.....		
Average number of freight cars in train.....	8	
Average number of loaded cars in train.....	5.2	
Average number of empty cars in train.....	2.8	
Average number of tons of freight in train.....	42.4	
Average number of tons of freight in each loaded car.....	8.2	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	5,817	140	5,957	
Flour.....	933	89	1,022	
Other mill products.....	1,417	210	1,627	
Hay.....	2,400	55	2,455	
Tobacco.....	20	4	24	
Cotton.....		4	4	
Fruit and vegetables.....	222	103	325	
Cotton factory products.....	14	38	52	
Products of animals:				
Live stock.....	3,260	256	3,516	
Dressed meats.....	5	45	50	
Other packing-house products.....	81	5	86	
Poultry, game, and fish.....	200	46	246	
Wool.....	19	1	20	
Hides and leather.....	18		18	
Products of mines:				
Anthracite coal.....	2,025	1,703	3,728	
Bituminous coal.....	1,382	12	1,394	
Coke.....	32	38	70	
Stone, sand, and other like articles.....	329	137	466	
Products of forest:				
Lumber.....	5,072	1,411	6,483	
Manufactures:				
Petroleum and other oils.....	353	46	399	
Sugar.....	418	494	912	
Naval stores.....	5	24	29	
Iron, pig, and bloom.....	1	218	219	
Iron and steel rails.....	26	39	65	
Other castings and machinery.....	100	102	211	
Bar and sheet metal.....	56	14	70	
Cement, brick, and lime.....	1,137	592	1,729	
Agricultural implements.....	45	59	104	
Wagons, carriages, tools, &c.....	57	16	73	
Wines, liquors, and beers.....	31	40	71	
Household goods and furniture.....	234	149	383	
Fertilizers.....	2,119	1,598	3,717	
Merchandise.....	3,810	2,052	5,862	
Miscellaneous:				
Other commodities not mentioned above.....	1,197	2,241	3,438	
Total tonnage.....	32,844	11,981	44,825	

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind..
<b>Locomotives:</b>						
Passenger .....		3	3	Westinghouse.	3	Janney.
Total locomotives.....		3	3	Westinghouse.	3	Janney.
<b>Cars in passenger service:</b>						
First-class passenger cars.....		3	3	Westinghouse.	3	Janney.
Second-class passenger cars.....		1	1	"	1	"
Combination passenger cars.....		3	3	"	3	"
Baggage, express, and postal cars.....		3	3	"	3	"
Total.....		10	10	Westinghouse.	10	Janney.
<b>Cars in freight service:</b>						
Box cars.....		52				
Flat cars.....	1	4				
Stock cars.....		4				
Other cars (gondolae).....		19				
Total.....	1	79				
<b>Cars in company's service:</b>						
Caboose cars.....		2				
Other road cars (house).....		15				
Total.....		17				
Total cars owned.....	1	106	10	Westinghouse.	10	Janney.
Grand total cars.....	1	106	10	Westinghouse.	10	Janney.

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.				RAILS.	
	Main line.	Branches and spurs.	Line operated under trackage rights.	Total mileage operated.	Iron.	Steel.
Miles of single track.....	50.12		1	51.12	4.77	46.35
Miles of second track.....			4.10	4.10		4.10
Miles of yard track and sidings.....	6.34			6.34	6.04	.30
Total mileage operated (all tracks).....	56.46		5.10	61.56	10.81	50.75

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	50.12	.....	50.12	3.12	4.77	43.35
District of Columbia.....				2		
Total mileage operated (single track).....	50.12	.....	50.12	5.12	4.77	43.35

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	50.12	.....	50.12		4.77	43.35
Total mileage owned (single track).....	50.12	.....	50.12		4.77	43.35

## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.			Average price at distributing point.
KIND.	Number.		
Oak—First class.....	14,275	36.4	
Oak—Second class .....	2,401	19.2	
Total .....	16,676	33.3	

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed, Tons.	Miles run.	Average cost per ton consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		3,640		14	3,647	118,412	61.50
Freight.....		1,443		17	1,451	34,608	33.4
Switching.....		584		4	586	21,691	24.00
Construction.....		203		2	204	7,806	22.27
Total.....		5,870		37	5,888	182,516	64.32
Average cost at distributing point.....		\$2 00		\$1 80	\$2 00		

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	2							2
Falling from trains and engines.....	1				2		2	3
Overhead obstructions.....	1							1
Collisions.....	1							1
Other train accidents.....					2		2	2
At stations.....	1							1
Other causes.....	2				7		7	9
Total.....	8				11		11	19

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....			1	1			1	1
Total.....			1	1			1	1

## EXPLANATION OF ACCIDENTS.

Other employees—Other train accidents—Injured, 1, by steam and arch-pipe bursting; 1, struck by switch.

Trainmen—Other causes—Injured, 1, leaning out window; 1, handling freight or material.

Other employees—Other causes—Injured, 5, handling freight or material; 1 working on track; 1, struck by lightning.

Trespassers—Other causes—Killed, 1, walking on track not at highway crossing; injured, 1, walking on track not at highway crossing.

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Iron.....	13	869	3	30	.....	99	7		
Wooden.....	10	388	6	10	.....	120			
Total.....	23	1,257	9						
Trestles.....	7	492	.....	50		128			
Overhead highway crossings:									
Bridges.....	2								17
Gauge of track—four feet nine inches; 50.12 miles.									

Gauge of truck—four feet nine inches: 50.12 miles.

## TELEGRAPH.

The Western Union telegraph company has exclusive right to build lines on property of the company, and they decline to make a report of miles operated.

## CAR MILEAGE.

List of individual, refrigerator and oil car lines: Anglo-American Refrigerator-Car company, American Cotton-Oil company, Austell Refrigerator-Car line, Armour & Company, Atlantic Stone, Coal and Lumber company, Armour Packing company, American Refrigerator Transit company, Arms Palace Horse-Car company, J. G. Brill & Company, Burton Stock-Car company, Berwind-White Coal-Mining company, Canada Cattle-Car company, Chicago Refrigerator-Car company, Chicago Commercial Express, California Fruit-Transportation company, Charlotte Oil and Fertilizer company, Cold-Blast Transportation company, Cudahy Milwaukee Refrigerator line, Cygnus Tank line, Jacob Dold & Sons' Dressed Beef line, J. W. Ellsworth & Company, Eureka Transportation company, Globe Tank line, Gate City Oil company, Grossman's Palace Horse-Car company, Hicks' Stock-Car company, G. H. Hull & Company, Interstate Ventilator Refrigerator-Car line, Iron Car Express Coal line, Kanawha Valley Rolling Stock-Car company, Kansas City Refrigerator-Car company, Kentucky Refining company, Keystone Palace Horse-Car company, Kingan's Refrigerator line, Shawnee Oil company, Kansas City Dressed-Beef line, Laurel Hill Coal company, Merchants' Despatch Transportation company, Morris & Company Refrigerator line, Manhattan Oil company, National Despatch line, New England (at company, Peerless Tank line, Penn Gas-Coal company, S. Y. Ramage, Wm. P. Rend, St. Louis Refrigerator-Car company, Silberhorn Oil company, Sioux City Dressed-Beef Refrigerator line, Southern Despatch Lumber line, Southern Iron Car line, Southern Cotton-Oil company, Street's Stable-Car line, Southern Freight line, Swift's Refrigerator line, Terre Haute Brewing company, Tide Water Oil company, Union Tank line, Union Refrigerator Transit company, United Colliers' company, Virginia and Alabama Coal company, Westmoreland Coal company, West Michigan Equipment company and Lumber line.



## OATH.

DISTRICT OF COLUMBIA,  
CITY OF WASHINGTON, } ss:

We, the undersigned, W. H. Green, general manager, and M. C. Figg, auditor of the Richmond and Danville railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said railroad; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railroad in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. H. GREEN, *General Manager.*

M. C. FIGG, *Auditor.*

Subscribed and sworn to before me this 11th day of November, 1892.

CHAS. P. LEE,

*Notary Public.*

## RICHMOND AND MECKLENBURG RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Richmond and Mecklenburg railroad company.

Date of organization—February 21, 1880.

Organized under the laws of the State of Virginia, March 25, 1875, and amended April 2, 1879.

This company acquired road bed and franchise of Roanoke Valley railroad company in so much as was in Virginia.

Operated by the Richmond and Danville railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. McPhail, Jr.....	Randolph, Va.....	February 1, 1893.
A. B. Andrews.....	Raleigh, N. C.....	
T. M. Logan.....	New York.....	
J. A. Rutherford.....	New York.....	
Jas. B. Pace.....	Richmond, Va.....	
J. H. Dooley.....	Richmond, Va.....	

Total number of stockholders at date of last election—156.

Date of last meeting of stockholders for election of directors—March 7, 1892.

Postoffice address of general office—Clarksessville, Va.

Postoffice address of operating office—Washington, D. C.

## \* OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	J. B. McPhail.....	Randolph, Va.
Secretary and Treasurer.....	Thos. Easley.....	Clarksessville, Va.

The remaining and operating officers are those of the Richmond and Danville railroad company.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Richmond and Mecklen- burg railroad.....	Keysville, Va.....	Clarksessville, Va.....		31.30

### PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Richmond and Mecklenburg railroad company—Leased to the Richmond and Danville railroad company for ninety-nine years from November 21, 1888. Mecklenburg company leases all of its property, of every description, which it now owns or may hereafter own, excepting tracts of land, wherever situated, which may have been donated to the Mecklenburg company as subscription to its capital stock. Mecklenburg company reserving so much of its corporate franchises and rights to maintain its corporate organization. Mecklenburg company transfers to the Danville company all its rights and titles to any incomes, rents and claims of the kind due the Mecklenburg company. Danville company to have sole and exclusive right to operate said property. Danville company to keep such property in as good condition as the same is now in, acts of God and public enemy excepted.

Danville company to receive all rents, revenues, tolls, etc., of operation of said property, and to apply same as follows:

First. To payment of current cost and expenses to keep road in order, payment of taxes, etc.

Second. To payment of \$500 00 per annum for maintaining corporate organization of Richmond and Mecklenburg railroad company.

Third. The payment of interest on first mortgage bonds, bearing date July 2, 1892, to the amount of \$350,000 00, at the rate of six per cent. per annum, payable semi-annually on the first days of May and November of each year, principal of such bonds being payable November 1, 1921.

Fourth. To the payment of interest on second mortgage bonds, dated May 1, 1887, amounting to \$160,000 00, at six per cent per annum, payable semi-annually first days of May and November in each year; principal of bonds payable first day of May, 1937.

Fifth. After above payments are made, any and all residue of such receipts to be paid over to the Mecklenburg company.

The Mecklenburg company to co-operate with the Danville company in securing extensions of bonds.

In case revenues or receipts obtained from operation of road are not sufficient to make payments referred to above, the Danville company, at their option, can advance necessary funds, which advance will become a mortgage lien on the property, subject only to the first and second mortgage bonds.

### CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt. issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....		\$100	\$357,900	\$357,900		

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.*	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
First mortgage.....	1882	1921	\$315,000 00	\$315,000 00	\$315,000 00		6 per cent.	May & Nov.	\$18,900 00
Second mortgage †.....	1887	1937	100,000 00	100,000 00	100,000 00		6 per cent.	May & Nov.	\$17,640 00

\* No record. † Owned by Richmond and West Point Terminal company. No interest accruing or being paid.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	INTEREST.		
	Amount issued.	Amount outstanding.	Amount accrued during year.
Mortgage bonds.....	\$475,000 00	\$475,000 00	\$18,900 00
			\$17,640 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Bills receivable.....	111 25	Net traffic balances due from other companies.....	71,238 82
Balance—Current liabilities.....	79,378 67	Matured interest coupons unpaid (including coupons due July 1). ..	1,320 00
		Miscellaneous.....	6,951 40
Total.....	\$79,489 92	Total.....	\$79,489 92

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$357,900 00	All.		31.3	\$11,400 00
Bonds.....	475,000 00	All.		31.3	15,000 00

## INCOME ACCOUNT.

Gross earnings from operation.....	65,052 09	
Less operating expenses.....	44,733 52	
Income from operation.....		20,318 57
Deductions from income:		
Interest on funded debt accrued.....	18,900 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	3,950 94	
Taxes.....	2,818 54	
Other deductions.....	2 00	
Total deductions from income.....		25,661 48
Deficit.....		5,342 91
Deficit from operations of year ending June 30, 1892.....		5,342 91
Deficit on June 30, 1891.....		156,638 65
Deficit on June 30, 1892.....		\$162,021 56

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue .....	11,682 94		
Total passenger revenue.....			11,682 94
Mail.....			1,617 32
Express.....			502 27
Other items.....			6 94
Total passenger earnings.....			13,809 37
Freight:			
Freight revenue.....	47,169 51		
Total deductions.....		51 79	
Total freight revenue.....			47,117 72
Total freight earnings.....			47,117 72
Total passenger and freight earnings.....			60,927 09
Other earnings from operation:			
Rents from tracks, yards, and terminals.....	4,125 00		
Total other earnings.....			4,125 00
Total gross earnings from operation.....			65,052 09

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	2,188 58	3,260 07	5,448 65
Renewals of ties.....	1,050 78	1,512 11	2,562 89
Repairs of bridges and culverts.....	2,794 03	4,191 04	6,985 07
Repairs of fences, road-crossings, signs, and cattle guards.....	27 69	37 51	65 20
Repairs of buildings.....	161 61	219 07	380 68
Repairs of telegraph.....	82 40	123 60	206 00
Other expenses.....	114 09	158 89	272 98
<b>Total.....</b>	<b>6,419 18</b>	<b>9,502 29</b>	<b>15,921 47</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	524 69	974 41	1,499 10
Repairs and renewals of passenger cars.....	420 24	37	420 61
Repairs and renewals of freight cars.....		202 81	202 81
Other expenses.....	926 36	1,630 52	2,556 88
<b>Total.....</b>	<b>1,871 29</b>	<b>2,808 11</b>	<b>4,679 40</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	1,098 64	2,970 41	4,069 05
Fuel for locomotives.....	1,005 68	2,837 34	3,933 02
Water-supply for locomotives.....	209 55	426 45	635 00
All other supplies for locomotives.....	122 33	239 21	361 54
Wages of other trainmen.....	677 39	2,427 13	3,104 52
All other train supplies.....	47 45	38 48	85 93
Wages of switchmen, flagmen, and watchmen.....	5 26	7 57	12 83
Expense of telegraph, including train dispatchers and operators.....	312 07	450 04	771 11
Wages of station agents, clerks, and laborers.....	941 61	2,726 85	3,668 46
Station supplies.....	51 28	97 73	149 01
Car mileage—balance.....	1,140 49	2,027 54	3,168 03
Loss and damage.....	222 11	629 34	851 45
Injuries to persons.....	18 14	26 11	44 25
Other expenses.....	32 54	48 81	81 35
<b>Total.....</b>	<b>5,974 54</b>	<b>14,961 01</b>	<b>20,935 55</b>
<b>General expenses:</b>			
Salaries of officers.....	443 94	595 17	1,039 11
Salaries of clerks.....	260 70	391 05	651 75
General office expenses and supplies.....	13 34	19 09	33 33
Agencies, including salaries and rent.....	2 59	2 60	5 19
Advertising.....	1 00	1 50	2 50
Insurance.....	93 76	243 88	337 64
Legal expenses.....	116 90	175 36	292 26
Stationery and printing.....	240 43	364 44	604 87
Other general expenses.....	95 84	154 61	250 45
<b>Total.....</b>	<b>1,268 60</b>	<b>1,948 60</b>	<b>3,217 10</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	6,419 18	9,502 29	15,921 47
Maintenance of equipment.....	1,871 29	2,808 11	4,679 40
Conducting transportation.....	5,974 54	14,961 01	20,935 55
General expenses.....	1,268 60	1,948 60	3,217 10
<b>Grand total.....</b>	<b>\$15,533 51</b>	<b>\$20,220 01</b>	<b>\$44,753 52</b>
Percentage of expenses to earnings.....			68.80

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
	750,257 11	Cost of road.....	750,257 11		
	111 25	Cash and current assets.....	111 25		
	156,639 65	Profit and loss.....	162,021 56	5,381 91	
	\$907,008 01	Grand total.....	\$912,389 92	\$5,381 91	

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
	357,000 00	Capital stock.....	357,000 00		
	475,000 00	Funded debt.....	475,000 00		
	74,008 01	Current liabilities.....	70,389 92	5,381 91	
	\$907,008 01	Grand total.....	\$912,389 92	\$5,381 91	



## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage.....	Keysville .....	Clarksville .....	31.3	\$10,000 00	All.
Second mortgage....	Keysville .....	Clarksville .....	31.3	6,000 00	All.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensa- tion.	Average daily com- pensation.
General officers.....	14	5,110	1,039 11	20
General office clerks.....	214	64,802	651 75	1
Station agents.....	7	2,362	2,580 00	1 00
Other station men.....	4	1,256	884 04	78
Enginemen .....	2	730	2,406 00	3 41
Firemen.....	2	730	1,168 00	1 60
Conductors.....	2	628	1,387 45	2 21
Other trainmen.....	5	1,570	1,724 05	1 10
Carpenters.....	10	1,695	2,528 96	1 40
Section foremen.....	3	942	1,440 00	1 53
Other trackmen.....	17	5,338	4,003 50	75
Telegraph operators and dispatchers.....	2	628	629 59	1 00
All other employees and laborers.....	31	9,720	949 80	1
Total (including "general officers").....	313	95,511	21,842 16	22
Less "general officers".....	14	5,110	1,039 11	20
Total (excluding "general officers").....	299	90,401	20,443 05	22
Distribution of above:				
General administration.....	228	69,712	1,690 86	24
Maintenance of way and structures .....	30	7,975	7,972 46	1 00
Conducting transportation.....	55	17,824	11,818 84	66
Total (including "general officers").....	313	95,511	21,842 16	22
Less "general officers".....	14	5,110	1,039 11	20
Total (excluding "general officers").....	299	90,401	\$20,443 05	22

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	24,089	
Number of passengers carried one mile.....	345,904	
Average distance carried.....	14.35	
Total passenger revenue.....		11,682 94
Average amount received from each passenger.....		48.60
Average receipts per passenger per mile.....		3.37
Estimated cost of carrying each passenger one mile.....		4.87
Total passenger earnings.....		13,809 37
Passenger earnings per mile of road.....		441 19.20
Passenger earnings per train mile.....		62.08
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	56,902	
Number of tons carried one mile.....	1,561,175	
Average distance haul of one ton.....	27.26	
Total freight revenue.....		47,117 72
Average amount received for each ton of freight.....		62.06
Average receipts per ton per mile.....		3.07
Estimated cost of carrying one ton one mile.....		1.29
Total freight earnings.....		47,117 72
Freight earnings per mile of road.....		1,565 35.64
Freight earnings per train mile.....		1 16.29
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		58,800 66
Passenger and freight revenue per mile of road.....		1,678 61.33
Passenger and freight earnings.....		60,927 09
Passenger and freight earnings per mile of road.....		1,946 55.24
Gross earnings from operation.....		65,052 09
Gross earnings from operation per mile of road.....		2,078 34.15
Expenses.....		44,753 54
Expenses per mile of road.....		1,429 82.42
<b>Train mileage:</b>		
Miles run by passenger trains.....	22,260	
Miles run by freight trains.....	40,537	
Total mileage trains earning revenue.....	62,797	
Miles run by switching trains.....	5,804	
Miles run by construction and other trains.....	3,822	
Grand total train mileage.....	72,423	
Mileage of loaded freight cars—north or east.....	267,668	
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....	87,632	
Mileage of empty freight cars—south or west.....		
Average number of freight cars in train.....	8.7	
Average number of loaded cars in train.....	6.6	
Average number of empty cars in train.....	2.1	
Average number of tons of freight in train.....	37.4	
Average number of tons of freight in each loaded car.....	5.9	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	86	984	1,070	
Flour.....	2	2,363	2,365	
Other mill products.....	21	2,865	2,886	
Hay.....	64	741	805	
Tobacco.....	1,944	5,734	7,678	
Cotton.....	1	992	993	
Fruit and vegetables.....	13	582	595	
Cotton factory products.....	2	937	939	
Products of animals:				
Live stock.....	87	305	392	
Dressed meats.....	5	650	655	
Other packing-house products.....	5	1,276	1,281	
Poultry, game, and fish.....	1	44	45	
Wool.....	3		3	
Hides and leather.....	5	79	84	
Products of mines:				
Anthracite coal.....		2,040	2,040	
Bituminous coal.....		2,215	2,215	
Ore.....		187	187	
Stone, sand, and other like articles.....	1	522	523	
Products of forest:				
Lumber.....	4,419	946	5,365	
Manufactures:				
Petroleum and other oils.....	12	1,221	1,233	
Sugar.....		889	889	
Naval stores.....		139	139	
Iron, pig, and bloom.....		4	4	
Iron and steel rails.....		25	25	
Other castings and machinery.....	42	307	349	
Bar and sheet metal.....	17	268	285	
Cement, brick, and lime.....	7	702	709	
Agricultural implements.....	2	54	56	
Wagons, carriages, tools, etc.....	92	78	170	
Wines, liquors, and beers.....	10	193	203	
Household goods and furniture.....	48	304	352	
Fertilizer.....	67	5,684	5,751	
Merchandise.....	3,378	9,444	12,822	
Miscellaneous:				
Other commodities not mentioned above.....	1,445	2,349	3,794	
Total tonnage.....	11,779	45,123	56,902	

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Cars in passenger service:						
Combination passenger cars.....		1	1	Westinghouse.	1	Jandey.
Total.....		1	1	Westinghouse.	1	Jandey.
Cars in freight service:						
Box cars.....		2				
Flat cars.....		4				
Other cars (gondola).....		6			1	Jandey.
Total.....		12			1	Jandey.
Total cars owned.....		13	1	Westinghouse.	1	Jandey.
Grand total cars.....		13	1	Westinghouse.	1	Jandey.

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and Spurs.			Iron.	Steel.
Miles of single track.....	31.30		31.30			31.30
Miles of yard track and sidings.....	1.19		1.19		1.19	
Total mileage operated (all tracks).....	32.49		32.49		1.19	31.30

## B. Mileage of line by States and Territories.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs.			Iron.	Steel.
Virginia.....	31.30			31.30		31.30
Total mileage operated (single track).....	31.30			31.30		31.30

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	31.30			31.30		31.30
Total mileage owned (single track).....	31.30			31.30		31.30

## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
Oak—First class.....	9,109	35
Second class.....	245	17½
Total.....	9,354	34

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		570			570	22,290	31.21
Freight.....		1,507		5	1,309½	40,537	56.53
Switching.....						5,804	
Construction.....		56		2	57	3,822	20.82
Total.....		2,133		7	1,936½	72,423	52.09
Average cost at distributing point.....					\$2 01		

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling .....		3						
Other causes .....		2						
Total .....		5						

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.				TRESPASSING.		NOT TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes .....			1	1			1	1
Total .....			1	1			1	1

## EXPLANATION OF ACCIDENTS.

Trainmen—Other causes—Injured, 1, asleep on track ; 1 walking on track.

Trespassing—Other causes—Killed, 1, asleep on track ; injured, 1, jumping on and off trains.

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above sur- face of rail.
		Feet.	In.	Feet.	In.	Feet.	In.	
Bridges:								
Iron.....	1	110						
Wooden.....	1	153						
Total.....	2	263						
Trestles.....	14	2,127	.....	52	.....	590		

Gauge of track—four feet nine inches ; 31.30 miles.

### TELEGRAPH.

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The Western Union telegraph company has exclusive right to build lines on property of this company, and they decline to make a report of miles operated.

### CAR MILEAGE.

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List of individual, refrigerator and oil car lines: Anglo-American Refrigerator-Car company. American Cotton-Oil company. Austell Refrigerator-Car line. Armour & Company. Atlantic Stone, Coal and Lumber company. Armour Packing company. American Refrigerator Transit company. Arms Palace Horse-Car company. J. G. Brill & Company. Burton Stock-Car company. Berwind-White Coal-Mining company. Canada Cattle-Car company. Chicago Refrigerator-Car company. Chicago Commercial Express. California Fruit-Transportation company. Charlotte Oil and Fertilizer company. Cold-Blast Transportation company. Cudahy Milwaukee Refrigerator line. Cygnet Tank line. Jacob Dold & Sons' Dressed-Beef line. J. W. Ellsworth & Company. Eureka Transportation company. Globe Tank line. Gate City Oil company. Grossman's Palace Horse-Car company. Hicks' Stock-Car company. G. H. Hull & Company. Interstate Ventilator Refrigerator-Car line. Iron Car Express Coal line. Kanawha Valley Rolling Stock-Car company. Kansas City Refrigerator-Car company. Kentucky Refining company. Keystone Palace Horse-Car company. Kingan's Refrigerator line. Shawnee Oil company. Kansas City Dressed-Beef line. Laurel Hill Coal company. Merchants' Despatch Transportation company. Morris & Company Refrigerator line. Manhattan Oil company. National Despatch line. New England Car company. Peerless Tank line. Penn Gas-Coal company. S. Y. Ramage. Wm. P. Rend. St. Louis Refrigerator-Car company. Silberhorn Oil company. Sioux City Dressed-Beef Refrigerator line. Southern Despatch Lumber line. Southern Iron Car line. Southern Cotton-Oil company. Street's Stable-Car line. Southern Freight line. Swift's Refrigerator line. Terre Haute Brewing company. Tide Water Oil company. Union Tank line. Union Refrigerator Transit company. United Colliers' company. Virginia and Alabama Coal company. Westmoreland Coal company. West Michigan Equipment company and Lumber line.

## OATH.

DISTRICT OF COLUMBIA,  
CITY OF WASHINGTON, } ss.:

We, the undersigned, W. H. Green, general manager, and M. C. Figg, auditor of the Richmond and Danville railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said railroad; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railroad in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. H. GREEN, *General Manager.*

M. C. FIGG, *Auditor.*

Subscribed and sworn to before me this 11th day of November, 1892.

CHAS. P. LEE,

*Notary Public.*



## PIEDMONT RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Piedmont railroad company.

Date of organization—1858.

Organized under the laws of Virginia and North Carolina. Chartered by an ordinance of the Convention of North Carolina, ratified February 8, 1862, which was sanctioned by an act of the General Assembly of Virginia, passed March 27, 1862, covering that part of the line in the State of Virginia. Charter amended by laws of North Carolina, 1866, chapter 56.

Operated by the Richmond and Danville railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John H. Inman.....	New York .....	January, 1893.
W. G. Oakman.....	New York .....	
Geo. F. Baker.....	New York .....	
Jas. B. Pace.....	Richmond, Va.....	
C. S. Brice.....	New York .....	
Sam'l Thomas.....	New York .....	
J. M. Neal.....	Danville, Va.....	
W. T. Sutherland.....	Danville, Va.....	
A. B. Andrews.....	Raleigh, N. C.....	

Total number of stockholders at date of last election—18.

Date of last meeting of stockholders for election of directors—January 20, 1892.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Washington, D. C.

## OFFICERS.\*

\*The officers of this company are the same as the Richmond and Danville railroad company.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Virginia Piedmont railroad..	Danville, Va.....	Greensboro', N. C.....		48.40

## PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Piedmont railroad—The Piedmont railroad company, under date of February 20, 1872, granted, leased, and delivered to the Richmond and Danville railroad company its entire road, with rolling stock, materials, and equipment of every description, for full term of seven years from that date, to hold the same as fully and completely and to the same extent and in all respects as if vested in and held by the Danville railroad company. Richmond and Danville railroad company to pay annual rental of \$60,000, in semi-annual instalments, on the 20th days of August and February in each year. Said deed of lease contained clause which subjected it at any time to modification or rescission by mutual agreement of the two companies. Said companies modified said lease; the Piedmont railroad company granting the Richmond and Danville railroad company right to use its property, rights, and franchises for a term of eighty-six years from and after the 20th day of February, 1874. Richmond and Danville railroad company to keep the property in same good condition as at present. If Danville company defaults in payment of rental for one year, Piedmont company shall have the right to terminate agreement at end of sixty days. When lease was made as a deed of trust on property and works of the Piedmont railroad company, the Danville company agreed to secure said bonds to prevent sale of property under foreclosure, the Danville company agreeing to buy the bonds and hold the same for its protection. Danville company has a right to transfer and assign this lease.

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount issued.	Amount outstanding.	Cash real- ized on the amount is- sued.*	Rate.	INTEREST.		
	Date of issue.	When due.					When payable.	Amount ac- rued dur- ing year.	Amount paid during year.
First mortgage.....			\$500,000 00	\$500,000 00		6 per ct.		\$30,000 00	\$30,000 00
Second mortgage.....			500,000 00	500,000 00		6 per ct.		30,000 00	30,000 00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.		Amount outstanding.		INTEREST.	
					Amount accrued during year.	Amount paid dur- ing year.
Mortgage bonds.....	\$1,000,000 00		\$1,000,000 00		\$60,000 00	\$60,000 00

## INCOME ACCOUNT.

Income from lease of road:	
Miscellaneous income—less expenses.....	\$60,000 00
Deductions from income:	
Interest on funded debt accrued.....	60,000 00

## MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Richmond and Danville railroad.....			\$60,000 00

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	48.40				48.40	48.40	
Miles of yard track and sidings.....	7.98				7.98	6.72	1.26
Total mileage operated (all tracks).....	56.38				56.38	6.72	49.66

## B. I. Mileage operated by road making this report.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Virginia.....	5.91			5.91		5.91	
North Carolina.....	42.49			42.49		42.49	
Total mileage operated (single track).....	48.40			48.40		48.40	

## B. II. Mileage owned by road making this report.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Virginia.....	5.91			5.91		5.91	
North Carolina.....	42.49			42.49		42.49	
Total mileage owned (single track).....	48.40			48.40		48.40	

## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
Oak—First class.....	2,143	35 cts.
Second class.....	285	17½ cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		273		5	275	10,005	} 54.97
Freight.....		981		12	987	19,786	
Switching.....						8,706	
Construction.....		20		½	20½	936	43.80
Total.....		1,274		17½	1,282½		
Average cost at distributing point.....		\$2 01		{ \$2 46 2 34 }	\$2 01		

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN. FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1						1
Falling from trains and engines.....		3						3
At stations.....		2				1		3
Other causes.....		1				1		2
Total.....		7				2		9

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASS- ING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....				1				1
Total.....				1				1

## EXPLANATION OF ACCIDENTS.

Trainmen—"Other Causes"—Injured, 1, loading tender.

Other Employees—"Other Causes"—Injured, 1, working on track.

Trespassers—"Other Causes"—Injured, 1, stealing ride.

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above sur- face of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Overhead highway crossings:									
Bridges.....	1							17	10

Gauge of track—four feet nine inches; 48.40 miles.

## TELEGRAPH.

The Western Union telegraph company has exclusive right to build lines on property of this company, and they decline to make a report of miles operated.

## OATH.

DISTRICT OF COLUMBIA,  
CITY OF WASHINGTON, } ss:

We, the undersigned, W. H. Green, general manager, and M. C. Figg, auditor of the Richmond and Danville railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said railroad; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railroad in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said railroad during the period for which said return is made.

W. D. GREEN, *General Manager.*

M. C. FIGG, *Auditor.*

Subscribed and sworn to before me this 11th day of November, 1892.

CHAS. P. LEE,  
*Notary Public.*

## FRANKLIN AND PITTSYLVANIA RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Franklin and Pittsylvania railroad company.

Organized under the laws of the State of Virginia.

Operated by the Richmond and Danville railroad company.



## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Saunders.....	Rocky Mt., Franklin Co., Va.....	On appointment of successor.
G. H. T. Greer.....	Rocky Mt., Franklin Co., Va.....	
Jesse Prunty.....	Rocky Mt., Franklin Co., Va.....	
G. M. Helms.....	Rocky Mt., Franklin Co., Va.....	
J. H. Dudley.....	Rocky Mt., Franklin Co., Va.....	
G. W. B. Hale.....	Rocky Mt., Franklin Co., Va.....	

Total number of stockholders at date of last election—18.

Date of last meeting of stockholders for election of directors—July, 1889.

Postoffice address of general office—Rocky Mount, Franklin county, Va.

Postoffice address of operating office—Washington, D. C.

## OFFICERS.\*

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	G. W. B. Hale.....	Rocky Mount, Va.

\*The remaining and operating officers are those of the Richmond and Danville railroad company.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Franklin and Pittsylvania railroad.....	Pittsville, Va.....	Rocky Mount, Va.....		29.90

## PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Franklin and Pittsylvania railroad—Leased to the Virginia Midland railway company (the said company having acquired said lease at the reorganization of the Washington City, Virginia Midland and Great Southern railroad company, of which it is the successor,) under deed of lease dated September 19, 1878, for a term of thirty-four years from the completion of said road, for a yearly rental of a sum equal to seven per cent., on an issue of bonds not exceeding \$100,000.

This lease is assigned to the Richmond and Danville railroad company, under deed of lease from the Virginia Midland railway company, dated April 15, 1886. Of the rental aforesaid six-sevenths thereof is to be applied to the payment of the interest on the bonds of the lessor company, and one-seventh to the establishment of a sinking fund for the payment of the principal of said bonds at maturity.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....		100	200,000	200,000		
Total .....		\$100	\$200,000	\$200,000		

## FUNDED DEBT.

Mortgage bonds, miscellaneous obligations, and income bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.*	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
First mortgage.....	1879	1913	\$100,000 00	.....	\$100,000 00	.....	{ 6 per cent. Jan. & July..... } { 4 1/2 per cent. Jan. & July..... }	\$6,000 00 1,000 00	\$6,000 00 1,000 00

\* No record. † Sinking fund.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT ISSUED.		INTEREST.	
	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$100,000 00	\$100,000 00	\$7,000 00	\$7,000 00

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$200,000 00	All.		29.90	\$6,698 00
Bonds.....	100,000 00	All.		29.90	3,344 00

## INCOME ACCOUNT.

Gross earnings from operation.....	21,848 58	
Less operating expenses.....	35,750 65	
Deficit.....		13,902 07
Deductions from income:		
Interest on funded debt accrued.....	7,000 00	
Taxes.....	641 57	
Total deductions from income.....		7,641 57
Deficit.....		21,543 64

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	6,876 25		
Total passenger revenue.....			6,876 25
Mail.....			1,595 00
Other items.....			21 46
Total passenger earnings.....			8,492 71
Freight:			
Freight revenue.....	13,399 63		
Total deductions.....		43 76	
Total freight revenue.....			13,355 87
Total freight earnings.....			13,355 87
Total passenger and freight earnings.....			21,848 58
Total gross earnings from operation.....			\$21,848 58

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	3,887 33	6,019 49	9,906 82
Renewals of ties.....	2,483 04	3,573 16	6,056 20
Repairs of bridges and culverts.....	293 64	440 45	734 09
Repairs of fences, road-crossings, signs, and cattle guards.....	150 64	203 49	354 08
Repairs of buildings.....	318 58	476 57	795 15
Other expenses.....	378 85	522 40	901 25
<b>Total.....</b>	<b>7,511 98</b>	<b>11,235 56</b>	<b>18,747 54</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	243 18	431 61	674 79
Repairs and renewals of passenger cars.....	198 38	2 83	201 21
Repairs and renewals of freight cars.....		648 69	648 69
Shop machinery, tools, etc.....	15 59	24 71	40 30
Other expenses.....	155 69	273 79	429 48
<b>Total.....</b>	<b>612 84</b>	<b>1,381 63</b>	<b>1,994 47</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen	646 44	1,743 12	2,389 56
Fuel for locomotives.....	867 51	2,233 16	3,100 67
Water supply for locomotives.....	197 48	400 93	598 41
All other supplies for locomotives.....	127 85	250 26	378 11
Wages of other trainmen.....	504 69	1,910 55	2,415 24
All other train supplies.....	43 18	40 40	83 58
Wages of switchmen, flagmen, and watchmen.....	18 57	26 73	45 30
Expense of telegraph, including train dispatchers and operators.....	231 71	337 83	569 54
Wages of station agents, clerks, and laborers.....	892 81	2,211 78	3,104 59
Station supplies.....	63 75	101 13	164 88
Loss and damage.....	119 02	265 07	384 09
Injuries to persons.....	56 27	80 98	137 25
Other expenses.....	17 90	26 86	44 76
<b>Total.....</b>	<b>3,787 21</b>	<b>9,628 80</b>	<b>13,416 01</b>
<b>General expenses:</b>			
Salaries of officers.....	194 16	264 84	459 00
Salaries of clerks.....	184 33	276 49	460 82
General office expenses and supplies.....	4 82	7 21	12 03
Agencies, including salaries and rent.....	2 60	2 59	5 19
Insurance.....	13 18	42 89	56 07
Legal expenses.....	141 20	211 81	353 01
Stationery and printing.....	54 67	82 85	137 52
Other general expenses.....	41 68	67 41	109 09
<b>Total.....</b>	<b>636 54</b>	<b>956 09</b>	<b>1,592 63</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	7,511 98	11,235 56	18,747 54
Maintenance of equipment.....	612 84	1,381 63	1,994 47
Conducting transportation.....	3,787 21	9,628 80	13,416 01
General expenses.....	636 54	956 09	1,592 63
<b>Grand total.....</b>	<b>\$12,548 57</b>	<b>\$23,202 08</b>	<b>\$35,750 65</b>
Percentage of earnings to expenses.....			61.11

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage.....	Pittsville.....	Rocky Mount.....	29.90	\$3,344 00	All.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	14	5,110	459 00	9
General office clerks.....	214	64,602	460 82	
Station agents.....	9	3,294	2,202 95	67
Other station men.....	1	306	363 00	99
Engineers.....	1	481	1,192 35	2 48
Firemen.....	1	481	677 50	1 41
Conductors.....	1	330	767 89	2 02
Other trainmen.....	5	1,125	1,624 36	1 44
Carpenters.....	1	280	560 00	2 00
Section foremen.....	6	1,878	2,375 00	1 26
Other trackmen.....	22	6,802	6,554 00	96
Switchmen, flagmen, and watchmen.....			45 00	
Telegraph operators and dispatchers.....	1	313	499 50	1 60
All other employees and laborers.....	33	10,833	2,895 74	26
Total (including "general officers").....	309	95,895	20,677 11	21
Less "general officers".....	14	5,110	459 00	9
Total (excluding "general officers").....	295	90,785	20,218 11	21
Distribution of above:				
General administration.....	228	69,712	919 82	1
Maintenance of way and structures.....	32	10,016	11,056 79	1 10
Maintenance of equipment.....	1	431	614 96	1 43
Conducting transportation.....	48	15,736	8,085 54	5
Total (including "general officers").....	309	95,895	20,677 11	21
Less "general officers".....	14	5,110	459 00	9
Total (excluding "general officers").....	295	90,785	\$20,218 11	21

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	11,535	
Number of passengers carried one mile.....	242,375	
Average distance carried.....	21.01	
Total passenger revenue.....		6,876 25
Average amount received from each passenger.....		59.612
Average receipts per passenger per mile.....		2.85
Estimated cost of carrying each passenger one mile.....		3.17
Total passenger earnings.....		8,492 71
Passenger earnings per mile of road.....		294 63.712
Passenger earnings per train mile.....		1 21.34
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	15,681	
Number of tons carried one mile.....	342,138	
Average distance haul of one ton.....	21.82	
Total freight revenue.....		13,355 87
Average amount received for each ton of freight.....		85.179
Average receipts per ton per mile.....		3.90
Estimated cost of carrying one ton one mile.....		6.71
Total freight earnings.....		13,355 87
Freight earnings per mile of road.....		446 68.461
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		20,232 12
Passenger and freight revenue per mile of road.....		676 65.553
Passenger and freight earnings.....		21,848 58
Passenger and freight earnings per mile of road.....		737 47.829
Gross earnings from operation.....		21,848 58
Gross earnings from operation per mile of road.....		737 47.828
Expenses.....		35,750 65
Expenses per mile of road.....		1,195 67.301
<b>Train mileage:</b>		
Miles run by passenger trains.....	7,000	
Miles run by freight trains.....	25,794	
Total mileage trains earning revenue.....	32,794	
Miles run by switching trains.....	9,630	
Miles run by construction and other trains.....	7,220	
Grand total train mileage.....	49,644	
Mileage of loaded freight cars—north or east.....	66,360	16,179
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....		
Mileage of empty freight cars—south or west.....		
Average number of freight cars in train.....		3.1
Average number of loaded cars in train.....		2.5
Average number of empty cars in train.....		.6
Average number of tons of freight in train.....		13.3
Average number of tons of freight in each loaded car.....		5.1

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture :				
Grain.....	33	122	155	
Flour.....	13	337	350	
Other mill products.....	6	217	223	
Hay.....	2	407	409	
Tobacco.....	1,398	26	1,424	
Cotton.....		5	5	
Fruit and vegetables.....	134	20	154	
Cotton factory products.....		23	23	
Products of animals :				
Live stock.....	57	2	59	
Dressed meats.....	3	34	37	
Other packing-house products.....	2	113	115	
Poultry, game, and fish.....	4	15	19	
Wool.....	2		2	
Hides and leather.....	8	8	16	
Products of mines :				
Anthracite coal.....		109	109	
Bituminous coal.....		256	256	
Ores.....	4,828		4,828	
Stone, sand, and other like articles.....	194	6	200	
Products of forest :				
Lumber.....	718	1,006	1,723	
Manufactures :				
Petroleum and other oils.....	2	131	133	
Sugar.....		118	118	
Naval stores.....		3	3	
Iron and steel rails.....	10		10	
Other castings and machinery.....	45	119	164	
Bar and sheet metal.....	1	48	49	
Cement, brick, and lime.....	11	181	192	
Agricultural implements.....		21	21	
Wagons, carriages, tools, etc.....	11	34	45	
Wines, liquors, and beers.....	4	35	39	
Household goods and furniture.....	19	84	103	
Fertilizers.....	10	772	782	
Merchandise.....	1,316	880	2,196	
Miscellaneous :				
Other commodities not mentioned above.....	1,206	513	1,719	
Total tonnage.....	10,037	5,644	15,681	

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		1				
Freight.....		1				
Total locomotives.....		2				
Cars in passenger service:						
Combination passenger cars.....		1				
Total.....		1				
Total cars owned.....		1				
Grand total cars.....		1				

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	29.90			29.90	29.90	
Miles of yard track and sidings.....	1.39			1.39	1.39	
Total mileage operated (all tracks).....	31.29			31.29	31.29	

## B. I. Mileage operated by road making this report.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, exclu- ding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	29.90		29.90		29.90	
Total mileage operated (single track).....	29.90		29.90		29.90	



B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	29.90	.....	29.90	.....	29.90	.....
Total mileage owned (single track).....	29.90	.....	29.90	.....	29.90	.....

## RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.		
KIND.	Number.	Average price at distributing point.
Oak—First class.....	15,302	36.4
Oak—Second class.....	2,574	18.2
Total.....	17,876	33.7

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed, Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....	.....	488	.....	3	489	7,000	111.14
Freight.....	.....	819	.....	10	821	25,794	63.89
Switching.....	.....	261	.....	2	262	9,630	54.41
Construction.....	.....	231	.....	10	236	7,220	65.37
Total.....	.....	1,799	.....	25	1,811	49,644	72.95
Average cost at distributing point.....	.....	\$2 00	.....	\$1 80	\$1 99	.....	.....

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains and engines.....		2						2
Deraillments.....		1				1		2
At stations.....		2						2
Other causes.....						4		4
Total.....		5				5		10

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASS- ING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....			1				1	
Total.....			1				1	

## EXPLANATION OF ACCIDENTS.

Other Employees—"Other Causes"—Injured, 4, handling freight or material.  
 Trespassers—"Other Causes"—Killed, 1, asleep on track.

## CHARACTERISTICS OF ROAD.

50

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.						
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Ascending Grades.			Descending Grades.		
							Number.	Sum of as- cents.	Aggregate length of ascending grades.	Number.	Sum of de- scents.	Aggregate length of descending grades.
Franklin Junction.....	Rocky Mount.....	37	205	18.6	20.40	6.11	66	19.40	16.89	57	1,594	14

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Wooden.....	1	115	.....	115	.....	115	.....		
Combination.....	2	1,252	.....	617	.....	635	.....		
Total.....	3	1,367							
Trestles.....	16	2,822	.....	24	.....	752	.....		
Overhead highway crossings:									
Trestles.....	1							22	3 1/2

Gauge of track—four feet nine inches; 39.10 miles.

## TELEGRAPH.

The Western Union telegraph company has exclusive right to build lines on property of this company, and they decline to make a report of miles operated.

## CAR MILEAGE.

List of individual, refrigerator and oil-car lines: Anglo-American Refrigerator-Car company. American Cotton-Oil company. Anstell Refrigerator-Car line. Armour & Company. Atlantic Stone, Coal and Lumber company. Armour Packing company. American Refrigerator Transit company. Arms Palace Horse-Car company. J. G. Brill & Company. Burton Stock-Car company. Berwind-White Coal-Mining company. Canada Cattle-Car company. Chicago Refrigerator-Car company. Chicago Commercial Express. California Fruit-Transportation company. Charlotte Oil and Fertilizer company. Cold-Blast Transportation company. Cudahy Milwaukee Refrigerator line. Cygnet Tank line. Jacob Dold & Sons' Dressed Beef line. J. W. Ellsworth & Company. Eureka Transportation company. Globe Tank line. Gate City Oil company. Grossman's Palace Horse-Car company. Hicks' Stock-Car company. G. H. Hull & Company. Interstate Ventilator Refrigerator-Car line. Iron Car Express Coal line. Kanawha Valley Rolling Stock-Car company. Kansas City Refrigerator-Car company. Kentucky Refining company. Keystone Palace Horse-Car company. Kingan's Refrigerator line. Shawnee Oil company. Kansas City Dressed-Beef line. Laurel Hill Coal company. Merchants' Despatch Transportation company. Morris & Company Refrigerator line. Manhattan Oil company. National Despatch line. New England Car company. Peerless Tank line. Penn Gas-Coal company. S. Y. Ramage. Wm. P. Rend. St. Louis Refrigerator-Car company. Silberhorn Oil company. Sioux City Dressed-Beef Refrigerator line. Southern Despatch Lumber line. Southern Iron-Car line. Southern Cotton-Oil company. Street's Stable-Car line. Southern Freight line. Swift's Refrigerator line. Terre Haute Brewing company. Tide Water Oil company. Union Tank line. Union Refrigerator Transit company. United Collars' company. Virginia and Alabama Coal company. Westmoreland Coal company. West Michigan Equipment company and Lumber line.

## OATH.

DISTRICT OF COLUMBIA,  
CITY OF WASHINGTON, } ss.

We, the undersigned, W. H. Green, general manager, and M. C. Figg, auditor of the Richmond and Danville railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said railroad; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railroad in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said railroad during the period for which said return is made.

W. H. GREEN, *General Manager.*

M. C. FIGG, *Auditor.*

Subscribed and sworn to before me this 11th day of November, 1892.

CHAS. P. LEE,  
*Notary Public.*

## MILTON AND SUTHERLIN RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Milton and Sutherlin railroad company.

Date of organization—April 19, 1876.

Organized under the laws of the States of Virginia and North Carolina.

Operated by the Richmond and Danville railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. S. Buford.....	Richmond, Va.....	On election of successor.
A. L. Reives.....	Richmond, Va.....	
Richard Brook.....	Richmond, Va.....	
Chas. Watkins.....	Richmond, Va.....	
W. M. Watkins.....	Milton, N. C.....	
E. Hunt.....	Milton, N. C.....	

Total number of stockholders at date of last election—53.

Date of last meeting of stockholders for election of directors—October 20, 1883.

Postoffice address of general office—Milton, N. C.

Postoffice address of operating office—Washington, D. C.

## \* OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	President ex-officio.....	Milton, N. C.
President.....	J. W. Lewis.....	Milton, N. C.
Secretary and Treasurer.....	H. W. Hines.....	Milton, N. C.

The remaining and operating officers are those of the Richmond and Danville railroad company.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Milton and Sutherlin railroad.....	Milton, N. C.....	Sutherlin, Va.....		6.50

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Milton and Sutherlin Railroad—Leased to the Richmond and Danville railroad company for a term of 990 years from and after the 19th day of May, 1882, the Richmond and Danville railroad company guaranteeing the principal and interest on the outstanding bonds of the Milton and Sutherlin Narrow-Gauge railroad company.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....		\$50	\$58,800	\$58,800		

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.*	Rate.	INTEREST.	
	Date of issue.	When due.						When payable.	Amount accrued during year.
First mortgage.....	1887	1907	\$24,960 00	\$24,960 00	\$24,960 00	.....	8 per cent.	Jan. & July.....	\$1,996 80

\* No record.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$24,960 00	\$24,960 00	\$1,996 80	



## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$58,800 00	All.		6.23	\$8,404 80
Bonds.....	24,960 00	All.		6.23	3,264 00

## INCOME ACCOUNT.

Gross earnings from operation.....	3,707 37	
Less operating expenses.....	5,724 94	
Deficit.....		2,017 57
Deductions from income:		
Interest on funded debt accrued.....	1,996 80	
Taxes.....	268 54	
Total deductions from income.....		2,265 34
Deficit.....		\$4,282 91

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	1,133 43		
Total passenger revenue.....			1,133 43
Mail.....			275 83
Express.....			22 51
Total passenger earnings.....			1,431 77
Freight:			
Freight revenue.....	2,370 42		
Total freight revenue.....			2,275 60
Total freight earnings.....			2,275 60
Total passenger and freight earnings.....			3,707 37
Total gross earnings from operation—Entire line.....			\$3,707 37

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	345 59	518 14	863 73
Renewals of ties.....	44 81	64 48	109 29
Repairs of bridges and culverts.....	364 06	546 04	910 00
Repairs of fences, road-crossings, signs, and cattle guards.....	10 27	13 89	24 16
Repairs of buildings.....	27 05	44 89	71 94
Other expenses.....	13	24	37
<b>Total.....</b>	<b>791 90</b>	<b>1,187 68</b>	<b>1,979 58</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	17 40	32 30	49 70
Repairs and renewals of passenger cars.....	24 33	1 51	25 84
Repairs and renewals of freight cars.....		80 38	80 38
Other expenses.....	46 21	77 15	123 36
<b>Total.....</b>	<b>87 94</b>	<b>141 34</b>	<b>229 28</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen..	256 61	693 79	950 40
Fuel for locomotives.....	134 87	400 46	535 33
Water-supply for locomotives.....	6 79	13 79	20 58
All other supplies for locomotives.....	27 69	54 27	81 96
Wages of other trainmen.....	187 55	455 70	643 25
All other train supplies.....	7 60	3 92	11 52
Expense of telegraph, including train dispatchers and operators.....	3 50	5 16	8 66
Wages of station agents, clerks, and laborers.....	172 39	605 27	777 66
Station supplies.....	6 73	12 22	18 95
Loss and damage.....	7	2 10	2 17
Other expenses.....	3 06	4 56	7 62
<b>Total.....</b>	<b>776 85</b>	<b>2,251 24</b>	<b>3,028 09</b>
<b>General expenses:</b>			
Salaries of officers.....	70 29	88 86	159 15
Salaries of clerks.....	20 39	30 58	50 97
General office expenses and supplies.....	1 41	2 13	3 54
Insurance.....	27 00	64 55	91 55
Legal expenses.....	23 14	34 71	57 85
Stationery and printing.....	35 04	53 06	88 10
Other general expenses.....	14 05	22 78	36 83
<b>Total.....</b>	<b>191 32</b>	<b>296 67</b>	<b>487 99</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	791 90	1,187 68	1,979 58
Maintenance of equipment.....	87 94	141 34	229 28
Conducting transportation.....	776 85	2,151 24	3,028 09
General expenses.....	191 32	296 67	487 99
<b>Grand total.....</b>	<b>\$1,848 01</b>	<b>\$3,876 93</b>	<b>\$5,724 94</b>
Percentage of earnings to expenses—Entire line.....			64.76

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage.....			6.23	\$3,264 00	All.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	14	5,110	159 15	3
General office clerks.....	214	64,602	50 97	
Station agents.....	1	350	577 56	1 65
Other station men.....	1	350	199 44	57
Enginemen.....	1	350	691 20	1 97
Firemen.....	1	350	288 00	82
Conductors.....	1	350	409 30	1 17
Other trainmen.....	1	350	203 85	58
Carpenters.....	5	562	841 76	1 49
Section foremen.....	1	350	403 20	1 15
Other trackmen.....	3	905	452 50	50
All other employees and laborers.....	29	9,128	72 87	
Total (including "general officers").....	272	82,757	4,349 80	5
Less "general officers".....	14	5,110	159 15	3
Total (excluding "general officers").....	258	77,647	4,190 65	5
Distribution of above:				
General administration.....	228	69,712	210 12	
Maintenance of way and structures.....	9	1,817	1,697 46	93
Conducting transportation.....	35	11,228	2,442 22	21
Total (including "general officers").....	272	82,757	4,349 80	5
Less "general officers".....	14	5,110	159 15	3
Total (excluding "general officers").....	258	77,647	\$4,190 65	5

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	5,946	
Number of passengers carried one mile.....	31,770	
Average distance carried.....	5.34	
Total passenger revenue.....		1,133 43
Average amount received from each passenger.....		19.02
Average receipts per passenger per mile.....		3.57
Estimated cost of carrying each passenger one mile.....		5.30
Total passenger earnings.....		1,431 77
Passenger earnings per mile of road.....		229 51.86
Passenger earnings per train mile.....		4 08.14
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	3,168	
Number of tons carried one mile.....	22,205	
Average distance haul of one ton.....	7	
Total freight revenue.....		2,275 00
Average amount received for each ton of freight.....		71.33
Average receipts per ton per mile.....		10.28
Estimated cost of carrying one ton one mile.....		17.43
Total freight earnings.....		2,275 00
Freight earnings per mile of road.....		365 26.46
Freight earnings per train mile.....		21.62
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		3,409 03
Passenger and freight revenue per mile of road.....		547 19.52
Passenger and freight earnings.....		3,707 37
Passenger and freight earnings per mile of road.....		595 06.36
Gross earnings from operation.....		3,707 37
Gross earnings from operation per mile of road.....		595 06.36
Expenses.....		5,724 94
Expenses per mile of road.....		918 93.07
<b>Train mileage:</b>		
Miles run by passenger trains.....	3,508	
Miles run by freight trains.....	10,624	
Total mileage trains earning revenue.....	14,032	
Miles run by switching trains.....	3,813	
Grand total train mileage.....	17,845	
Mileage of loaded freight cars—north or east.....	9,804	
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....		
Mileage of empty freight cars—south or west.....	2,787	
Average number of freight cars in train.....	1.1	
Average number of loaded cars in train.....	.9	
Average number of empty cars in train.....	.2	
Average number of tons of freight in train.....	1.8	
Average number of tons of freight in each loaded car.....	2	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road, Whole tons.	Freight received from connect- ing roads and other carriers, Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture :				
Grain.....	166	30	196	
Flour.....	30	118	148	
Other mill products.....	9	34	43	
Hay.....	309	60	369	
Tobacco.....	665	84	749	
Cotton.....		1	1	
Fruit and vegetables.....	2	60	62	
Cotton factory products.....		18	18	
Products of animals :				
Live stock.....	5		5	
Dressed meats.....	2	9	11	
Other packing-house products.....	2	16	18	
Hides and leather.....	1		1	
Products of mines :				
Anthracite coal.....		18	18	
Bituminous coal.....		163	163	
Products of forest :				
Lumber.....	1	144	145	
Manufactures :				
Petroleum and other oils.....	6	36	42	
Sugar.....	2	26	28	
Naval stores.....		31	31	
Other castings and machinery.....	9	14	23	
Bar and sheet metal.....		8	8	
Cement, brick, and lime.....		5	5	
Agricultural implements.....	1	2	3	
Wagons, carriages, tools, &c.....	3	6	9	
Wines, liquors, and beers.....	1	11	12	
Household goods and furniture.....	7	10	17	
Fertilizers.....	36	173	209	
Merchandise.....	332	440	772	
Miscellaneous :				
Other commodities not mentioned above.....	11	51	62	
Total tonnage.....	1,600	1,568	3,168	

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Freight .....		1				
Total locomotives.....		1				
Cars in freight service:						
Box cars.....		2				
Flat cars.....		1				
Total.....		3				
Total cars owned.....		4				
Grand total cars.....		4				

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		New line constructed during year.	RAILS.	
	Main line.	Branches and Spurs.		Iron.	Steel.
Miles of single track.....	6.50	.....	6.50	6.50	
Total mileage operated (all tracks).....	6.50	.....	6.50	6.50	

B. *Mileage of line by States and Territories.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs.		Iron.	Steel.
Virginia.....	6.23	.....	6.23	6.23	
North Carolina.....	.27	.....	.27	.27	
Total mileage operated (single track).....	6.50	.....	6.50	6.50	

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Virginia.....	6.23	.....	6.23	6.23	
North Carolina.....	.27	.....	.27	.27	
Total mileage owned (single track).....	6.50	.....	6.50	6.50	

## RENEWALS OF TIES.

## NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.	
Oak—First class.....	402		25
Second class.....	46		12½
Total.....	448		25

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed, Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		7		57	35	3,508	19.66
Freight.....		15		195	113	$\left\{ \begin{array}{l} 10,524 \\ 3,813 \end{array} \right\}$	14.36
Total.....		22		252	148	17,845	15.46
Average cost at distributing point.....		\$2 25		$\left\{ \begin{array}{l} \$2 43 \\ 2 45 \end{array} \right\}$	\$2 41		

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.		Feet.		Feet.		Feet.	
		In.		In.		In.		In.	
Bridges:									
Wooden.....	2	335	.....	68	.....	267			
Total.....	2	335							
Trestles.....	6	1,703	.....	38	.....	700			

Gauge of track—three feet; 6.23 miles.

## TELEGRAPH.

The Western Union telegraph company has exclusive right to build lines on property of this company, and they decline to make a report of miles operated.

## OATH.

DISTRICT OF COLUMBIA, )  
CITY OF WASHINGTON, ) ss:

We, the undersigned, W. H. Green, general manager, and M. C. Figg, auditor of the Richmond and Danville railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said railroad; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railroad in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said railroad during the period for which said return is made.

W. H. GREEN, *General Manager.*

M. C. FIGG, *Auditor.*

Subscribed and sworn to before me this 11th day of November, 1892.

CHAS. P. LEE,

*Notary Public.*



## OXFORD AND CLARKSVILLE RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Orange and Clarksville railroad.

Date of organization—August 24, 1887.

Organized under the laws of the state of Virginia, April 6, 1887; North Carolina, 1885, chapter 116.

Operated by Richmond and Danville railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. B. Andrews.....	Raleigh, N. C.....	When successors elected.
E. D. Christian.....	Richmond, Va.....	" " "
J. B. Pace.....	Richmond, Va.....	" " "
Chas. Watkins.....	Richmond, Va.....	" " "
G. Rosenthal.....	Raleigh, N. C.....	" " "
H. W. Miller.....	Raleigh, N. C.....	" " "
J. E. Cox.....	High Point, N. C.....	November, 1892.

Date of last meeting of stockholders for election of directors—March 7, 1892.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Washington, D. C.

## \* OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	A. B. Andrews.....	Raleigh, N. C.
Secretary and Treasurer.....	S. C. Weisiger.....	Richmond, Va.

\*The remaining and operating officers are those of the Richmond and Danville railroad company.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Oxford and Clarksville railroad.....	Clarksville, Va.....	Durham, N. C.....		56.50

## PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Clarksville and North Carolina railroad—Leased to the Richmond and Danville railroad company for ninety-nine years, under agreement dated November 12, 1888. Clarksville company leases to the Danville company all of its railroad and property of every description now owned or which may hereafter be acquired; Clarksville company reserving and retaining so much of its said corporate franchises, rights and privileges as may be necessary to preserve and maintain its corporate organization. Clarksville company assigns to the Danville company all rents, revenues, incomes, claims, contracts, etc., now owned or due, or which may hereafter become due or accrue; Danville company to have sole and exclusive right to hold and occupy property leased; Danville company to maintain property leased in as good condition as same now is in, acts of God and public enemy excepted.

Danville company to receive all revenues, rates, tolls, etc., and to apply same as follows:

First. Payment of current cost and expenses of maintenance and operating and keeping road and property in good condition; payment of all claims, taxes, etc.

Second. The payment of \$500 per annum for maintenance of corporate organization of the Clarksville and North Carolina railroad company.

Third. The payment of interest on first mortgage bonds not to exceed \$15,000 per mile, said bonds bearing interest of six per cent. per annum, payable semi-annually in gold coin, on the 1st days of May and November in each year, the principal being payable November 1st, 1937.

Fourth. Any and all residue of said receipts and incomes after above payments to be turned over to the Clarksville company.

Clarksville company to co-operate with the Danville company in extending first mortgage bonds if deemed necessary.

In case net or surplus receipts or revenues are not sufficient to make payments referred to above, the Danville company, at its option, can advance funds necessary to make up deficiency, such advances to become a valid lien in the nature of a mortgage, subject only to first mortgage bonds.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....		\$100	\$130,000	\$130,000		

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount authorized issued.	Amount outstanding.	Cash realized on the amount issued.	INTEREST.		
	Date of issue.	When due.				Rate.	When payable.	Amount accrued during year.
First mortgage.....	1887	1937	\$97,500 00	\$97,500 00	No record.	6 per ct.	May & Nov.	\$5,850 00
								\$3,168 80

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	AMOUNT.		INTEREST.	
	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$97,500 00	\$97,500 00	\$5,850 00	\$3,168 80

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE  
FOR PAYMENT OF CURRENT LIABILITIES.

Total.....	\$20,577 96
------------	-------------

CURRENT LIABILITIES ACCRUED TO AND  
INCLUDING JUNE 30, 1892.

Net traffic balances due to other companies.....	20,562 08
Total.....	\$20,562 08

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$130,000 00	All.		7.07	\$2,304 08
Bonds.....	97,500 00	All.		7.07	1,725 73

## INCOME ACCOUNT.

Gross earnings from operation.....	12,233 58	
Less operating expenses.....	9,298 03	
Income from operation.....		2,935 55
Deductions from income:		
Interest on funded debt accrued.....	5,850 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	981 71	
Taxes.....	347 73	
Other deductions.....	13	
Total deductions from income.....		7,179 57
Deficit.....		4,244 02
Deficit from operations of year ending June 30, 1892.....		4,244 02
Deficit on June 30, 1891.....		16,333 94
Deficit on June 30, 1892.....		\$20,577 96

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	3,498 14		
Total passenger revenue.....			3,498 14
Mail.....			630 74
Express.....			55 00
Other items.....			73
Total passenger earnings.....			4,183 21
Freight:			
Freight revenue.....	8,038 00		
Total deductions.....		10 68	
Total freight revenue.....			8,047 32
Other items.....			1 06
Total freight earnings.....			8,048 37
Total passenger and freight earnings.....			12,233 58
Total gross earnings from operation.....			\$12,233 58

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	501 74	886 12	1,487 86
Renewals of ties.....	249 24	358 66	607 90
Repairs of bridges and culverts.....	30 62	45 93	76 55
Repairs of fences, road-crossings, signs, and cattle- guards.....	6 47	8 88	15 35
Repairs of buildings.....	31 92	43 97	75 89
Repairs of docks and wharves.....		89	89
Repairs of telegraph.....	26	39	65
Other expenses.....	25 13	34 11	59 24
<b>Total.....</b>	<b>935 38</b>	<b>1,388 95</b>	<b>2,324 33</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	128 82	239 23	368 05
Repairs and renewals of passenger cars.....	34 80	1 35	36 15
Repairs and renewals of freight cars.....		30 47	30 47
Other expenses.....	226 65	398 84	625 39
<b>Total.....</b>	<b>390 17</b>	<b>669 89</b>	<b>1,060 06</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	260 37	703 41	963 78
Fuel for locomotives.....	255 24	677 24	932 48
Water supply for locomotives.....	61 45	124 77	186 22
All other supplies for locomotives.....	29 87	54 54	84 41
Wages of other trainmen.....	168 85	580 76	749 61
All other train supplies.....	11 04	8 97	20 01
Wages of switchmen, flagmen, and watchmen.....	19 67	28 30	47 97
Expense of telegraph, including train dispatchers and operators.....	81 60	119 99	201 59
Wages of station agents, clerks, and laborers.....	213 32	640 94	854 26
Station supplies.....	17 50	33 27	50 77
Car mileage—balance.....	310 13	551 35	861 48
Loss and damage.....	16 90	117 68	134 58
Injuries to persons.....	62 72	90 25	152 97
Other expenses.....	9 84	14 77	24 61
<b>Total.....</b>	<b>1,518 50</b>	<b>3,746 24</b>	<b>5,264 74</b>
<b>General expenses:</b>			
Salaries of officers.....	99 94	133 49	233 43
Salaries of clerks.....	61 53	92 29	153 82
General office expenses and supplies.....	2 03	3 92	6 55
Agencies, including salaries and rent.....	10 91	10 91	21 82
Advertising.....	14		14
Insurance.....	4 49	23 57	28 06
Legal expenses.....	22 43	33 64	56 07
Stationery and printing.....	42 79	64 88	107 67
Other general expenses.....	15 86	25 48	41 34
<b>Total.....</b>	<b>260 72</b>	<b>388 18</b>	<b>648 90</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	935 38	1,388 95	2,324 33
Maintenance of equipment.....	390 17	669 89	1,060 06
Conducting transportation.....	1,518 50	3,746 24	5,264 74
General expenses.....	260 72	388 18	648 90
<b>Grand total.....</b>	<b>\$1,104 77</b>	<b>\$6,193 26</b>	<b>\$9,298 03</b>
Percentage of expenses to earnings.....			76.00

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
ASSETS.					
Cost of road.....	227,500 00		227,504 12	4 12	
Profit and loss.....	16,333 94		20,577 96	4,244 02	
	\$243,833 94	Grand total.....	\$248,082 08	\$4,248 14	

## (COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
LIABILITIES.					
Capital stock.....	130,000 00		130,000 00		
Funded debt.....	97,500 00		97,500 00		
Current liabilities.....	16,333 94		20,582 08	4,248 14	
	\$243,833 94	Grand total.....	\$248,082 08	\$4,248 14	

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—			
First mortgage.....	Clarksville .....	Soudan.....	7.07	\$1,725 75	All.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensa- tion.	Average daily com- pensation.
General officers.....	14	5,110	233 43	4
General office clerks.....	214	64,602	153 82	
Station agents.....	8	380	413 40	1 08
Other station men.....	8	326	381 44	1 17
Enginemen.....	4	190	649 97	3 42
Firemen.....	4	190	303 68	1 69
Conductors.....	4	190	327 90	1 17
Other trainmen.....	10	408	418 11	1 02
Section foremen.....	7	332	436 80	1 31
Other trackmen.....	35	1,331	998 44	75
Switchmen, flagmen, and watchmen.....	1	47	47 97	1 02
Telegraph operators and dispatchers.....	4	190	164 66	86
All other employees and laborers.....	33	8,982	235 84	3
Total (including "general officers").....	346	82,278	4,765 45	60
Less "general officers".....	14	5,110	233 43	4
Total (excluding "general officers").....	332	77,168	4,532 02	60
Distribution of above:				
General administration.....	228	69,702	387 25	
Maintenance of way and structures.....	42	1,663	1,435 24	86
Conducting transportation.....	76	10,913	2,942 96	26
Total (including "general officers").....	346	82,278	4,765 45	60
Less "general officers".....	14	5,110	233 43	4
Total (excluding "general officers").....	332	77,168	4,532 02	60

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	5,797	
Number of passengers carried one mile.....	117,161	
Average distance carried.....	20.21	
Total passenger revenue.....		3,498 14
Average amount received from each passenger.....		60.343
Average receipts per passenger per mile.....		2.985
Estimated cost of carrying each passenger one mile.....		2.630
Total passenger earnings.....		4,185 21
Passenger earnings per mile of road.....		74 07.451
Passenger earnings per train mile.....		77.746
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	6,494	
Number of tons carried one mile.....	267,536	
Average distance haul of one ton.....	41.19	
Total freight revenue.....		8,047 32
Average amount received for each ton of freight.....		1 23.919
Average receipts per ton per mile.....		3.007
Estimated cost of carrying one ton one mile.....		2.314
Total freight earnings.....		8,048 37
Freight earnings per mile of road.....		142 44.902
Freight earnings per train mile.....		82.075
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		11,545 46
Passenger and freight revenue per mile of road.....		1,633 02.121
Passenger and freight earnings.....		12,251 58
Passenger and freight earnings per mile of road.....		1,730 35.077
Gross earnings from operation.....		12,251 58
Gross earnings from operation per mile of road.....		1,730 35.077
Expenses.....		9,288 03
Expenses per mile of road.....		1,315 13.861
<b>Train mileage:</b>		
Miles run by passenger trains.....	5,383	
Miles run by freight trains.....	9,806	
Total mileage trains earning revenue.....	15,189	
Miles run by switching trains.....	1,412	
Miles run by construction and other trains.....	992	
Grand total train mileage.....	17,593	
Mileage of loaded freight cars—north or east.....	54,140	
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....	21,298	
Mileage of empty freight cars—south or west.....		
Average number of freight cars in train.....		7.6
Average number of loaded cars in train.....		5.5
Average number of empty cars in train.....		2.1
Average number of tons of freight in train.....		26.6
Average number of tons of freight in each loaded car.....		4.9



## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	8	110	118	
Flour.....	2	250	252	
Other mill products.....	3	326	329	
Hay.....		91	91	
Tobacco.....	514	501	1,015	
Cotton.....	14	172	186	
Fruit and vegetables.....	3	77	80	
Cotton factory products.....	3	126	129	
Products of animals:				
Live stock.....	6	29	35	
Dressed meats.....		37	37	
Other packing-house products.....		162	162	
Poultry, game, and fish.....		6	6	
Hides and leather.....	5	10	15	
Products of mines:				
Anthracite coal.....		219	219	
Bituminous coal.....		323	323	
Ore.....	9	13	22	
Stone, sand, and other like articles.....		69	69	
Products of forest:				
Lumber.....	191	175	366	
Manufactures:				
Petroleum and other oils.....	3	137	140	
Sugar.....		93	93	
Naval stores.....		39	39	
Iron and steel rails.....		3	3	
Other castings and machinery.....	5	37	42	
Bar and sheet metal.....		26	26	
Cement, brick, and lime.....	9	60	69	
Agricultural implements.....		7	7	
Wagons, carriages, tools, etc.....	6	21	27	
Wines, liquors, and beers.....	3	26	29	
Household goods and furniture.....	19	40	59	
Fertilizers.....	130	566	696	
Merchandise.....	492	821	1,313	
Miscellaneous:				
Other commodities not mentioned above.....	214	283	497	
Total tonnage.....	1,639	4,855	6,494	

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track .....	56.50				56.50		56.50
Miles of yard track and sidings.....	2.76				2.76	2.76	
Total mileage operated (all tracks)....	59.26				59.26	2.76	56.50

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
North Carolina.....	49.43			49.43			49.43
Virginia.....	7.07			7.07			7.07
Total mileage operated (single track)....	56.50			56.50			56.50

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
North Carolina.....	49.43			49.43			49.43
Virginia.....	7.07			7.07			7.07
Total mileage owned (single track)....	56.50			56.50			56.50

## RENEWALS OF TIES.

## NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
Oak—First class.....	3,448	33 cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—Tons.		WOOD—Cords.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		136			136	5,383	50.52
Freight.....		309		1	309½	9,806	55.17
Switching.....						1,412	70.56
Construction.....				7	3½	992	
Total.....		445		8	449	17,593	51.04
Average cost at distributing point.....	{ \$2 06 2 01 }		\$2 45		\$2 27		

## EXPLANATORY REMARKS.

Freight trains do their own switching, and the consumption of fuel by switching trains is included in freight trains.

## ACCIDENTS TO PERSONS.

## EMPLOYEES.

KIND OF ACCIDENT.	TRAINMEN.		SWITCHMEN FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....							12	12
Total.....							12	12

## EXPLANATION OF ACCIDENTS.

Other Employees—"Other Causes"—Injured, 1, handling freight or material; 1, walking on track.

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Combination.....	1	231		231		231			
Total.....	1	231							
Trestles.....	1	137							
Overhead highway crossings:									
Trestles.....	1							20	10
Total.....	1							20	10

Gauge of track—four feet nine inches; 7.07 miles.

## TELEGRAPH.

The Western Union telegraph company has exclusive right to build lines on property of this company, and they decline to make a report of miles operated.

## CAR MILEAGE.

List of individual, refrigerator and oil-car lines: Anglo-American Refrigerator Car company. American Cotton-Oil company. Austell Refrigerator-Car line. Armour & Company. Atlantic Stone, Coal and Lumber company. Armour Packing company. American Refrigerator Transit company. Arms Palace Horse-Car company. J. G. Brill & Company. Burton Stock-Car company. Berwind-White Coal-Mining company. Canada Cattle-Car company. Chicago Refrigerator-Car company. Chicago Commercial Express. California Fruit-Transportation company. Charlotte Oil and Fertilizer company. Cold-Blast Transportation company. Cudahy Milwaukee Refrigerator line. Cygnet Tank line. Jacob Doid & Sons' Dressed-Beef line. J. W. Ellsworth & Company. Eureka Transportation company. Globe Tank line. Gate City Oil company. Grossmann's Palace Horse-Car Company. Hicks' Stock-Car company. G. H. Hull & Company. Interstate Ventilator Refrigerator-Car line. Iron Car Express Coal line. Kanawha Valley Rolling Stock Car company. Kansas City Refrigerator-Car company. Kentucky Refining company. Keystone Palace Horse-Car Company. Kingan's Refrigerator line. Shawnee Oil company. Kansas City Dressed-Beef line. Laurell Hill Coal company. Merchants' Despatch Transportation company. Morris & Company Refrigerator line. Manhattan Oil company. National Despatch line. New England Car company. Peerless Tank line. Penn Gas-Coal company. S. Y. Ramage. Wm. P. Ren'l. St. Louis Refrigerator-Car company. Silberhorn Oil company. Sioux City Dressed-Beef Refrigerator line. Southern Despatch Lumber line. Southern Iron Car line. Southern Cotton-Oil company. Street's Stable Car line. Southern Freight line. Swift's Refrigerator line. Terre Haute Brewing company. Tide Water Oil company. Union Tank line. Union Refrigerator Transit company. United Colliers company. Virginia and Alabama Coal company. Westmoreland Coal company. West Michigan Equipment Company and Lumber line.

## OATH.

DISTRICT OF COLUMBIA,            }  
CITY OF WASHINGTON, } ss:

We, the undersigned, W. H. Green, general manager, and M. C. Figg, auditor of the Richmond and Danville railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said railroad; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railroad in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. H. GREEN, *General Manager.*

M. C. FIGG, *Auditor.*

Subscribed and sworn to before me this 11th day of November, 1892.

CHAS. P. LEE,  
*Notary Public.*

## SOUTH ATLANTIC AND OHIO RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—South Atlantic and Ohio railroad company.

Date of organization—May 17, 1877.

Organized under the laws of the State of Virginia, chapter 193, March 27, 1876. Amended March 21, 1877; March 12, 1878; December 19, 1879; January 20, 1882; February 14, 1882. Amended and re-enacted February 18, 1888.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. P. Clyde.....	New York city.....	When successor elected and qualified.
Geo. S. Scott.....	New York city.....	
B. S. Clarke.....	New York city.....	
Jno. C. Haskell.....	Bristol, Tenn.....	
D. H. Conklin.....	Bristol, Tenn.....	
H. C. Wood.....	Bristol, Tenn.....	
Jas. B. Richmond.....	Gate City, Va.....	

**Total number of stockholders at date of last election—10.**

**Date of last meeting of stockholders for election of directors—Second Wednesday in September.**

**Postoffice address of general office—Bristol, Tenn.**

## OFFICERS.\*

TITLE.	NAME.	LOCATION OF OFFICE.
First Vice-President.....	Jno. C. Haskell.....	Bristol, Tenn.
Secretary and Treasurer.....	Geo. A. Blackmore.....	Bristol, Tenn.
General Solicitor.....	Jas. B. Richmond.....	Gate City, Va.
Auditor.....	E. A. West.....	Bristol, Tenn.
General Manager.....	D. H. Conklin.....	Bristol, Tenn.
Chief Engineer.....	A. B. B. Harris.....	Bristol, Tenn.
General Freight Agent.....	Ch. Bunting.....	Bristol, Tenn.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
So. Atlantic & Ohio R. R. Co.	Bristol.....	Big Stone Gap.....	70	

*Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the general balance sheet.*

NAME.	Character of business.	Title. (Owned, leased, etc.)	State or Territory.
Looney Creek Mines.....	Coal.....		Virginia.

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
First mortgage..... {	1887	1917	{	800,000	800,000	800,000	6 per cent.	{	48,000
	1888	1917		200,000	200,000	200,000	6 per cent.		12,000
	1889	1917		850,000	850,000	850,000	6 per cent.		51,000
Grand total .....				\$1,850,000	\$1,850,000	\$1,850,000			\$111,000

## EQUIPMENT TRUST OBLIGATIONS.

## A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.
Schedule No. 1 .....	1880	Ten years	Forty	Locomotives and cars.
Schedule No. 2 .....	1880	Ten years	Forty	Locomotives and cars.
Schedule No. 3 .....	1880	Ten years	Forty	Locomotives and cars.
Schedule No. 4 .....	1880	Ten years	Forty	Locomotives and cars.



## EQUIPMENT TRUST OBLIGATIONS.—CONTINUED.

B. *Statement of Amount.*

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
		Original amount.	Amount outstanding.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate.
Schedule No. 1.....		52,000 00					
Schedule No. 2.....		28,000 00					
Schedule No. 3.....		30,800 00	118,200 00		485 00	5,916 87	
Schedule No. 4.....		23,800 00					
"Miscellaneous obligations"			1,850,000 00		111,000 00		
Total "miscellaneous obligations"			\$1,908,200 00		\$111,485 00		

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	INTEREST.		
	Amount issued.	Amount outstanding.	Amount accrued during year.
Mortgage bonds.....	1,850,000 00	1,850,000 00	111,000 00
Miscellaneous obligations.....	133,800 00	118,200 00	485 00
Total.....	\$1,983,800 00	\$1,968,200 00	\$111,485 00
			\$5,916 87

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	16,440 98	Loans and bills payable.....	43,315 37
Bills receivable .....	4,360 74	Audited vouchers and accounts...	5,211 75
Due from agents.....	1,681 34	Wages and salaries.....	6,794 21
Due from solvent companies and individuals.....	18,465 42	Miscellaneous.....	27,631 37
Other cash assets (excluding "materials and supplies")* .....	42,266 42		
Total.....	\$83,214 90	Total.....	\$83,214 90

\*Materials and supplies on hand, \$8,860 48.

## RECAPITULATION.

*For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	1,110,000 00	1,110,000 00		70	15,857 14
Bonds.....	1,850,000 00	1,850,000 00			26,428 59
Equipment trust obligations.....	118,260 00	118,260 00			1,689 48
Total.....	\$3,078,260 00	\$3,078,260 00			\$43,975 15

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	NOT INCLUDED IN OPERATING EXPENSES.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Total construction.....		8,846 95		2,981,403 54	2,990,250 49	\$42,717 86
Total equipment.....				145,534 74	145,534 74	
Total cost construction, equipment, etc.....					\$3,135,785 23	

## INCOME ACCOUNT.

Gross earnings from operation.....	136,893 07	
Less operating expenses.....	85,380 70	
Income from operation.....		51,512 37
Total income.....		51,512 37
Deductions from income:		
Interest on funded debt accrued.....	111,485 00	
Taxes.....	8,056 38	
Permanent improvements.....	8,846 95	
Other deductions.....	6,832 37	
Total deductions from income.....		135,220 70
Deficit.....		\$83,708 33

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Total passenger revenue.....			41,597 58
Mail.....			3,683 04
Express.....			1,418 70
Other items.....			272 19
Total passenger earnings.....			46,971 51
Freight:			
Total freight revenue.....	76,151 06		
Total freight earnings.....			76,151 06
Total passenger and freight earnings.....			123,122 57
Other earnings from operation:			
Car mileage—balance.....	13,590 30		
Rents not otherwise provided for.....	171 20		
Total other earnings.....			13,770 50
Total gross earnings from operation.....			\$136,893 07

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....			14,908 96
Renewals of rails.....			414 32
Repairs of bridges and culverts.....			4,068 82
Repairs of buildings.....			372 40
Repairs of telegraph.....			423 00
<b>Total.....</b>			<b>20,188 72</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....			6,178 50
Repairs and renewals of passenger cars.....			5,523 06
Repairs and renewals of freight cars.....			
<b>Total.....</b>			<b>11,701 56</b>
<b>Conducting transportation:</b>			
Wages of engine-men, firemen, and roundhousemen.....			20,984 21
Fuel for locomotives.....			5,909 32
Water supply for locomotives.....			766 36
All other supplies for locomotives.....			1,930 25
All other train supplies.....			422 87
Wages of station agents, clerks, and laborers.....			7,045 35
Station supplies.....			328 00
Loss and damage.....			1,856 91
Other expenses.....			915 57
<b>Total.....</b>			<b>40,158 84</b>
<b>General expenses:</b>			
Salaries of officers.....			9,127 21
Salaries of clerks.....			
Legal expenses.....			1,592 97
Stationery and printing.....			721 97
Other general expenses.....			1,889 41
<b>Total.....</b>			<b>13,331 56</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....			20,188 72
Maintenance of equipment.....			11,701 56
Conducting transportation.....			40,158 84
General expenses.....			13,331 56
<b>Grand total.....</b>			<b>\$85,390 70</b>

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
2,981,403 54		Cost of road.....	2,990,250 49		
145,534 74		Cost of equipment.....	146,824 74		
72,227 36		Cash and current assets.....	83,214 90		
8,860 48		Other assets:			
		Materials and supplies.....	8,860 48		
	\$3,214,026 12	Grand total.....	\$3,227,860 61		

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
1,110,000 00		Capital stock.....	1,110,000 00		
1,968,524 12		Funded debt.....	1,968,260 00		
69,185 95		Current liabilities.....	55,563 33		
65,881 05		Profit and loss.....	94,037 28		
	\$3,214,026 12	Grand total.....	\$3,227,860 61		

## CONTRACTS, AGREEMENTS, ETC.

Contract with Southern Express.

United States mail contract between Bristol and Big Stone Gap.

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		3				
Freight .....		5				
Switching .....		1				
Total locomotives.....		9				
Cars in passenger service:						
First-class passenger cars.....		6				
Combination passenger cars.....		3				
Baggage, express, and postal cars.....		1				
Other cars in passenger service.....		1				
Total .....		11				
Cars in freight service:						
Box cars.....		170				
Flat cars .....		100				
Stock cars.....		25				
Total.....		295				

## MILEAGE.

*Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	71.09					
Miles of yard track and sidings.....	5.20					

## CHARACTERISTICS OF ROAD.

## WORKING DIVISIONS OR BRANCHES.

From—	To—	Miles.	ALIGNMENT.				* PROFILE.					
			Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Number.	Miles.	Feet.	Sum of ascending grades.	Aggregate length of ascending grades.	Number.
				Miles.	Miles.	Miles.				Feet.	Miles.	
										Sum of descending grades.	Aggregate length of descending grades.	
										Feet.	Miles.	
Bristol, Va.	Looney Creek mines.	71.09	220	28.60	42.49							

\* No correct profile in office.

## BRIDGES, TRISSTLES, TUNNELS, ETC.

## ITEMS.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Iron	4	525		50		125			
Combination	8	1,145		80		375			
Total	17	1,670							
Trestles	51	11,923		35		780			
Tunnels	3	305		60		142			
— Natural	1	865							
Overhead railway crossings:									
Bridges	1								21

Gauge of track—four feet nine inches: 71.09 miles.

## OATH.

STATE OF VIRGINIA, }  
COUNTY OF WASHINGTON, } ss:

I, the undersigned, Geo. A. Blackmore, treasurer of the South Atlantic and Ohio railroad company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

GEO. A. BLACKMORE, *Treasurer.*

Subscribed and sworn to before me this 13th day of September, 1892.

W. A. RADER,  
*Justice of the Peace.*



## RICHMOND CITY AND SEVEN PINES RAILWAY COMPANY.

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### HISTORY.

Name of common carrier making this report—Richmond City and Seven Pines railway company.

Date of organization—June 14, 1888.

Organized under the laws of the State of Virginia by act approved February 3, 1888, which act of assembly was amended by two acts, both of which were approved February 24, 1890.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jas. H. Hardgrove.....	Richmond, Va.....	June 14, 1892.
F. M. Conner.....	Richmond, Va.....	
V. Heckler, Jr.....	Richmond, Va., 1708 Main St.....	
Benj. H. Nash.....	Richmond, Va.....	
E. A. Catlin.....	Richmond, Va.....	
C. L. Miller.....	East Richmond, Va.....	

Total number of stockholders at date of last election—15.

Date of last meeting of stockholders for election of directors—June, 1892.

Postoffice address of operating office—Corner Twenty-sixth and Q streets, Richmond, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	James H. Hardgrove.	Twenty-ninth and P streets, Richmond, Va. Corner Twenty-sixth and Q streets.
Secretary and Treasurer.....	John C. Fowler.	
General Manager.....	J. W. Wilbur.....	
General Ticket Agent.....	C. H. Johnenning.....	

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Richmond City and Seven Pines railway company.....	Richmond.....	Seven Pines.....	7.50	

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	1,000	\$100		\$18,400		

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	(Cash realized on the amount issued.	Rate.	INTEREST.	
	Date of issue.	When due.						When payable.	Amount accrued during year.
55 Mortgage.....	1888	1918	Unlimited.	\$65,000 00	\$65,000 00	.....	6 per cent.....	May & Nov.....	\$3,900 00

## EQUIPMENT TRUST OBLIGATIONS.

A. *General Statement.*

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.
First mortgage.....	May 1, 1890.....	Five years.....	Sixty.....	2 locomotives, 4 coaches, 4 flat cars, 1 box car.

B. *Statement of Amount.*

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.	
	(Cash paid on delivery of equipment.	Original amount.	Amount outstanding.	Amount accrued during year.
First mortgage.....	\$2,750 00	\$10,677 00	\$10,321 10	

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount ac- rued dur- ing year.	Amount paid during year.
Mortgage bonds.....	\$65,000 00	\$65,000 00	\$3,900 00	

## INCOME ACCOUNT.

Income from operation.....	5,082 51
Deductions from income:	
Interest on funded debt accrued.....	3,900 00
Rents.....	100 00
Deficit from operations of year ending June 30, 1892.....	\$800 51

## RENTALS PAID.

B. *Rents paid for lease of other property.*

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owing property leased.	Item.	Total.
Yards and depot.....	Cor 26th and Q sts.....		\$100 00	

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mort- gaged.
	From—	To—	Miles.		
First mortgage.....	Richmond.....	Seven Pines.....	7.50		

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Station agents.....	1		\$300 00	
Enginemen.....	1			1 33
Firemen.....	1		365 00	
Conductors.....	1		600 00	
Brakeman.....	1			75

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....		2				
Cars in passenger service:						
First-class passenger cars.....		2				
Summer cars.....		2				
Cars in freight service:						
Box cars.....		1				
Flat cars.....		4				
Total.....		5				

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.			
From—	To—	Miles.		Length of		Length of		Sum of as-	
		Aggregate length of curved line.	straight line.	level line.	Number.	Sum of ascending grades.	Number.	Sum of descending grades.	Number.
		Miles.	Miles.	Miles.		Feet.		Feet.	
Richmond.....	Seven Pines.....	7.50	18	2	5.50	5.50			

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	Height of lowest above surface of rail.	
				Feet.	In.
Wooden.....	1	400			
Gauge of track—four feet eight and one-half inches; 7.50 miles.					

## OATH.

STATE OF VIRGINIA,  
COUNTY OF HENRICO, } ss:

I, the undersigned, J. W. Wilbur, general manager of the Richmond City and Seven Pines railway company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

J. W. WILBUR, *General Manager.*

Subscribed and sworn to before me this 16th day of December, 1892.

THOMAS S. HERBERT,  
*Notary Public.*

## LOUISVILLE AND NASHVILLE RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Louisville and Nashville railroad company.

Date of organization—March 5, 1850.

Organized under the laws of the State of Kentucky.



## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
August Belmont.....	New York, N. Y.....	First Wednesday in October, 1892.
Jno. A. Carter.....	Louisville, Ky.....	
J. A. Horsey.....	New York, N. Y.....	
Arnold Marcus.....	New York, N. Y.....	
Wm. Mertens.....	New York, N. Y.....	
Eckstein Norton.....	New York, N. Y.....	
J. D. Probst.....	New York, N. Y.....	
Thos. Rutter.....	New York, N. Y.....	
J. S. Rogers.....	New York, N. Y.....	
Jacob H. Schiff.....	New York, N. Y.....	
Edmund Smith.....	Philadelphia, Pa.....	
M. H. Smith.....	Louisville, Ky.....	
John D. Taggart.....	Louisville, Ky.....	

Total number of stockholders at date of last election—1,374.

Date of last meeting of stockholders for election of directors—First Wednesday in October, 1891.

Postoffice address of general office—Louisville, Ky.

Postoffice address of operating office—Louisville, Ky.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	August Belmont.....	New York, N. Y.
President.....	M. H. Smith.....	Louisville, Ky.
First Vice-President.....	S. R. Knott.....	Louisville, Ky.
Second Vice-President.....	A. M. Quarrier.....	New York, N. Y.
Third Vice-President.....	W. J. Wood.....	Nashville, Tenn.
Secretary.....	J. H. Ellis.....	Louisville, Ky.
Treasurer.....	W. W. Thompson.....	Louisville, Ky.
Chief Attorney.....	Russell Houston.....	Louisville, Ky.
Assistant Chief Attorney.....	H. W. Bruce.....	Louisville, Ky.
Comptroller.....	C. Quarrier.....	Louisville, Ky.
Assistant Comptroller.....	C. Haydon.....	Louisville, Ky.
General Manager.....	J. G. Metcalfe.....	Louisville, Ky.
Chief Engineer.....	R. Montfort.....	Louisville, Ky.
General Superintendent of Transportation.....	G. E. Evans.....	Louisville, Ky.
Traffic Manager.....	Y. Vandenberg.....	Louisville, Ky.
General Freight Agent.....	C. B. Compton.....	Louisville, Ky.
General Passenger Agent.....	C. P. Atmore.....	Louisville, Ky.
General Baggage Agent.....	J. B. Browning.....	Louisville, Ky.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Cumberland Valley branch.....	Corbin, Ky.....	Norton, Va.....		116.38
Cumberland Gap tunnel.....				.91
		Total.....		117.29

## CURRENT ASSETS AND LIABILITIES.

The Louisville and Nashville railroad company operates the branch and receives the net results, if any.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	NOT INCLUDED IN OPERAT- ING EXPENSES.				
		Charged to income ac- counts as per- manent im- provements.	Charged to construction or equipm't.			
Construction:						
Right of way.....			6,567 50	82,914 35	89,481 86	
Other real estate.....			1,154 10	250 00	1,404 10	
Fences.....			650 91	3,263 30	3,914 21	
Grading and bridge and culvert ma- sonry.....			976 87	2,615,758 55	2,616,735 42	
Bridges and trestles.....			17,100 29	237,153 85	254,254 14	
Rails.....			4,899 99	491,879 00	486,979 01	
Ties.....			6,415 41	146,044 33	139,628 92	
Other superstructure.....			2,506 19	480,530 67	483,036 86	
Buildings, furniture, and fixtures.....			26,797 58	90,422 07	117,219 65	
Shop machinery and tools.....			2,115 36	5,444 91	7,560 27	
Engineer's expenses.....			29 67	201,280 71	201,310 38	
Interest during con- struction.....				134,256 94	134,256 94	
Discount on securi- ties sold for con- struction.....				13,698 15	13,698 15	
Telegraph line.....				1,109 39	1,109 39	
Sidings and yard ex- tensions.....			15,734 71	32,581 29	48,316 00	
Other items.....			3,799 26	4,412 62	8,211 88	
Total construction..			66,117 04	4,541,000 13	4,607,117 17	
Grand total cost con- struction.....			\$66,117 04	\$4,541,000 13	\$4,607,117 17	\$39,279 71
Total cost construc- tion, equipm't, etc., State of Virginia.*						

\* No means of ascertaining cost in Virginia; 65.75 miles at average cost \$39,279 71—\$2,582,640 83.

## INCOME ACCOUNT—IN VIRGINIA.

Gross earnings from operation.....	232,411 25	
Less operating expenses.....	196,054 76	
Income from operation.....		36,356 49
Total income.....		36,356 49
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	129,505 50	
Total deductions from income.....		129,505 50
Deficit.....		93,149 01
Deficit from operations of year ending June 30, 1892 (carried to Louisville and Nashville income account).....		\$93,149 01

## EARNINGS FROM OPERATION—CUMBERLAND VALLEY BRANCH.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Total passenger revenue.....			112,995 86
Mail.....			7,478 33
Express.....			2,960 96
Extra baggage and storage.....			839 90
Other items.....			249 60
Total passenger earnings.....			124,533 65
Total freight revenue.....	285,942 29		
Total freight earnings.....			285,942 29
Total passenger and freight earnings.....			410,475 94
Other earnings from operation:			
Telegraph companies.....			97 02
Other sources.....			774 39
Total other earnings.....			871 41
Total gross earnings from operation—Virginia *.....			232,411 25
Total gross earnings from operation—Entire line.....			\$411,347 35

\* Estimated, 56,50.

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	18,147 66	37,208 25	55,355 91
Renewals of ties.....	362 42	743 08	1,105 50
Repairs of bridges and culverts.....	2,235 40	4,583 26	6,818 66
Repairs of fences, road-crossings, signs, and cattle- guards.....	243 69	499 63	743 34
Repairs of buildings.....	689 35	1,399 34	2,078 69
Repairs of telegraph.....	6 27	12 87	19 14
Other expenses.....	146 75	300 89	447 64
<b>Total.....</b>	<b>21,831 54</b>	<b>44,737 34</b>	<b>66,568 88</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	5,606 71	18,106 25	23,712 96
Repairs and renewals of passenger cars.....	5,233 13		5,233 13
Repairs and renewals of freight cars.....		30,686 43	30,686 43
<b>Total.....</b>	<b>10,839 84</b>	<b>48,792 68</b>	<b>59,632 52</b>
<b>Conducting transportation:</b>			
Wages of engine-men, firemen, and roundhousemen.....	10,792 01	29,083 48	39,875 49
Fuel for locomotives.....	8,209 57	23,794 05	32,003 62
Water supply for locomotives.....	433 96	1,257 79	1,691 75
All other supplies for locomotives.....	631 66	1,414 40	2,046 06
Wages of other trainmen.....	7,647 50	30,297 76	37,945 26
All other train supplies.....	3,488 40	5,812 27	9,300 67
Wages of switchmen, flagmen, and watchmen.....	631 69	4,576 19	5,207 88
Expense of telegraph, including train dispatchers and operators.....	3,168 83	5,105 96	8,274 79
Wages of station agents, clerks, and laborers.....	3,080 71	12,016 12	15,096 83
Station supplies.....	736 87	591 98	1,328 85
Car mileage—balance.....	2,499 77	293 33	2,793 10
Loss and damage.....	3,661 53	7,271 06	10,932 59
Injuries to persons.....	989 34	862 49	1,851 83
Other expenses.....	50 82	2,080 14	2,130 96
<b>Total.....</b>	<b>46,022 66</b>	<b>124,167 02</b>	<b>170,189 68</b>
<b>General expenses:</b>			
Salaries of officers.....	1,891 16	3,790 64	5,681 80
Salaries of clerks.....	1,989 74	3,857 46	5,847 20
General office expenses and supplies.....	434 96	900 65	1,335 61
Agencies, including salaries and rent.....	663 79	1 89	665 68
Advertising.....	357 42		357 42
Commissions.....	77		77
Expense of fast freight lines.....		4,602 31	4,602 31
Expense of traffic associations.....		162 96	162 96
Rents for tracks, yards, and terminals.....	1,967 02	4,032 98	6,000 00
Rents not otherwise provided for.....	284 60	414 38	698 98
Legal expenses.....	1,361 76	2,792 01	4,153 77
Stationery and printing.....	1,248 77	2,560 37	3,809 14
Other general expenses.....	5,272 27	12,020 59	17,292 86
<b>Total.....</b>	<b>15,472 26</b>	<b>35,136 24</b>	<b>50,608 50</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	21,831 54	44,737 34	66,568 88
Maintenance of equipment.....	10,839 84	48,792 68	59,632 52
Conducting transportation.....	46,022 66	124,167 02	170,189 68
General expenses.....	15,472 26	35,136 24	50,608 50
<b>Grand total.....</b>	<b>94,166 30</b>	<b>232,833 28</b>	<b>346,999 58</b>
Percentage of expenses to earnings—Entire line.....	75.61	88.42	84.36
<b>Operating expenses—State of Virginia:</b>			
Maintenance of way and structures.....	12,334 82	25,276 60	37,611 42
Maintenance of equipment.....	6,124 51	27,567 86	33,692 37
Conducting transportation.....	26,002 80	70,154 37	96,157 17
General expenses.....	8,741 83	19,851 97	28,593 80
<b>Total.....</b>	<b>53,203 96</b>	<b>142,850 80</b>	<b>196,054 76</b>
Percentage of expenses to earnings—Virginia.....	75.61	88.42	84.36

## RENTALS PAID.

*Rents paid for lease of other property.*

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks.....	Cumberland Gap tunnel.	Knoxville, Cumberland Gap and Louisville railway.....	\$6,000 00	
Total.....				6,000 00
		Grand total.....		\$6,000 00

## COMPARATIVE GENERAL BALANCE SHEET.

The Louisville and Nashville railroad company operates the road and receives the results.

## CONTRACTS, AGREEMENTS, ETC.

Adams express company pays this company forty per cent. of gross earnings.

United States government—Compensation is based on weight of mail matter carried. Payments are made quarterly.

Pullman's Palace Car company, who maintain their own cars, this company paying three cents per mile.

Western Union telegraph company maintains a special wire for the transmission of the business of the railroad company between stations on its railroad, and further transmits over its lines, free of charge, all messages pertaining strictly to the business of the railroad company, in consideration of which service the railroad company transports, free of charge, the officials and employees of the telegraph company when traveling upon the business of said company, and also carries, free of charge, all construction material for use in the erection of new telegraph lines, or the maintenance of existing lines.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers—Division Superintendent.....	1	313	3,000 00	9 56
General office clerks—Division Superintendent's Clerks.....	2	826	1,680 00	2 66
Station agents.....	16	5,008	10,316 48	2 06
Other station men.....	12	3,756	4,920 36	1 31
Enginemen.....	16	5,008	20,182 24	4 03
Firemen.....	16	5,008	10,616 96	2 12
Conductors.....	12	3,756	12,545 04	3 34
Other trainmen.....	32	10,016	20,132 16	2 01
Machinists.....	1	313	939 00	3 00
Carpenters.....	18	5,634	11,542 68	2 05
Other shopmen.....	27	8,461	14,535 72	1 72
Section foremen.....	22	6,886	11,017 60	1 60
Other trackmen.....	140	46,637	46,637 00	1 00
Switchmen, flagmen, and watchmen.....	6	1,878	3,511 86	1 87
Telegraph operators and dispatchers.....	6	1,878	4,206 72	2 24
All other employees and laborers.....	27	8,451	12,306 48	1 45
Total (including "general officers")—Entire line.....	363	113,619	188,090 30	1 65
Less "general officers".....	1	313	3,000 00	9 56
Total (excluding "general officers")—Entire line.....	362	113,306	185,090 30	1 63
Distribution of above:				
General administration.....	3	939	4,680 00	4 96
Maintenance of way and structures.....	194	60,722	73,772 88	1 21
Maintenance of equipment.....	35	10,955	19,491 96	1 78
Conducting transportation.....	131	41,003	90,145 46	2 20
Total (including "general officers")—Entire line.....	363	113,619	188,090 30	1 65
Less "general officers".....	1	313	3,000 00	9 56
Total (excluding "general officers")—Entire line.....	362	113,306	185,090 30	1 63
Total (including "general officers")—Virginia *.....	205	64,165	\$106,271 02	\$1 65

\* Estimated 56.50 per cent.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF VIRGINIA.

ITEMS.	Tonnage, num- ber passengers, number trains, mileage, num- ber cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	107,478	
Number of passengers carried one mile.....	1,833,718	
Average distance carried.....	16.5	
Total passenger revenue.....		63,842 66
Average amount received from each passenger.....		57.9
Average receipts per passenger per mile.....		3.497
Estimated cost of carrying each passenger one mile.....		2.898
Total passenger earnings.....		70,361 51
Passenger earnings per mile of road.....		1,070 06
Passenger earnings per train mile.....		92.927
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	298,686	
Number of tons carried one mile.....	22,461,151	
Average distance haul of one ton.....	75.2	
Total freight revenue.....		161,557 39
Average amount received for each ton of freight.....		54
Average receipts per ton per mile.....		.719
Estimated cost of carrying one ton one mile.....		.636
Total freight earnings.....		161,557 39
Freight earnings per mile of road.....		2,456 97
Freight earnings per train mile.....		1 04.068
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		225,400 05
Passenger and freight revenue per mile of road.....		3,427 89
Passenger and freight earnings.....		231,018 90
Passenger and freight earnings per mile of road.....		3,527 03
Gross earnings from operation.....		232,411 25
Gross earnings from operation per mile of road.....		3,534 52
Expenses.....		196,064 76
Expenses per mile of road.....		2,981 61
<b>Train mileage:</b>		
Miles run by passenger trains.....	75,717	
Miles run by freight trains.....	155,242	
Total mileage trains earning revenue.....	230,959	
Miles run by switching trains.....	15,309	
Miles run by construction and other trains.....	8,651	
Grand total train mileage.....	254,919	
Mileage of loaded freight cars—north.....	573,554	
Mileage of loaded freight cars—south.....	1,123,091	
Mileage of empty freight cars—north.....	622,307	
Mileage of empty freight cars—south.....	84,474	
Average number of freight cars in train.....	15.52	
Average number of loaded cars in train.....	10.97	
Average number of empty cars in train.....	4.55	
Average number of tons of freight in train.....	144.69	
Average number of tons of freight in each loaded car.....	13.19	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—ENTIRE LINE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	190,227	
Number of passengers carried one mile.....	3,249,639	
Average distance carried.....	16.5	
Total passenger revenue.....		112,995 76
Average amount received from each passenger.....		57.9
Average receipts per passenger per mile.....		3.47
Estimated cost of carrying each passenger one mile.....		2.89
Total passenger earnings.....		124,533 65
Passenger earnings per mile of road.....		1.070 08
Passenger earnings per train mile.....		92.97
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	528,648	
Number of tons carried one mile.....	39,754,250	
Average distance haul of one ton.....	75.2	
Total freight revenue.....		285,942 29
Average amount received for each ton of freight.....		54
Average receipts per ton per mile.....		.719
Estimated cost of carrying one ton one mile.....		.636
Total freight earnings.....		285,942 29
Freight earnings per mile of road.....		2.456 97
Freight earnings per train mile.....		1 04.08
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		398,938 15
Passenger and freight revenue per mile of road.....		3.427 89
Passenger and freight earnings.....		410,475 94
Passenger and freight earnings per mile of road.....		3.527 03
Gross earnings from operation.....		411,347 35
Gross earnings from operation per mile of road.....		3.534 52
Expenses.....		346,999 54
Expenses per mile of road.....		2.981 61
<b>Train mileage:</b>		
Miles run by passenger trains.....	134,012	
Miles run by freight trains.....	274,765	
Total mileage trains earning revenue.....	408,777	
Miles run by switching trains.....	27,095	
Miles run by construction and other trains.....	15,312	
Grand total train mileage.....	451,184	
Mileage of loaded freight cars—north.....	1,025,759	
Mileage of loaded freight cars—south.....	1,987,772	
Mileage of empty freight cars—north.....	1,101,429	
Mileage of empty freight cars—south.....	149,512	
Average number of freight cars in train.....	15.52	
Average number of loaded cars in train.....	10.97	
Average number of empty cars in train.....	4.55	
Average number of tons of freight in train.....	144.69	
Average number of tons of freight in each loaded car.....	13.19	



## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Total tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....		336	190	.16
Flour and meal.....		204	115	.10
Hay and hemp.....		153	86	.07
Tobacco.....		630	356	.30
Cotton.....		21	12	.01
Fruit and vegetables.....		1,300	735	.61
Products of animals:				
Live stock.....		1,289	728	.60
Dressed meats.....		147	83	.07
Other packing-house products.....				
Products of mines:				
Anthracite coal.....	}	121,050	68,393	56.74
Bituminous coal.....				
Coke.....				
Ore.....		2,768	1,564	1.30
Stone, sand, and other like articles.....	}	3,097	1,750	1.45
Building rock and furnace rock.....				
Products of forest:				
Lumber.....		28,186	15,925	13.21
Logs, timber, tan bark, and wood.....		15,428	8,717	7.23
Staves, heading, hoop poles, and posts.....		600	373	.31
Manufactures:				
Petroleum and other oils.....		75	42	.03
Sugar and molasses.....		7,673	4,335	3.60
Naval stores.....		718	406	.34
Iron, pig, and bloom.....		1,647	931	.77
Iron and steel rails and nails.....		176	99	.08
Other castings and machinery.....		4,444	2,511	2.08
Cotton ties and bagging.....		1		
Cement, brick, and lime.....		699	395	.33
Fertilizers.....		95	55	.05
Wines, liquors, and beers.....		160	90	.08
Household goods and furniture.....		25	14	.01
Salt.....		115	65	.05
Coffee.....		223	126	.10
Miscellaneous:				
Other commodities not mentioned above.....		22,007	12,434	10.32
Total tonnage—Virginia*.....			120,530	100
Total tonnage—Entire line.....		213,327		

\* Estimated 56.50 per cent.

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	65.75				65.75		65.75
Miles of yard track and sidings.....	14.24						
Total mileage operated (all tracks).....	79.99				65.75		65.75

B. 1. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Kentucky.....	46.54			46.54			46.54
Tennessee.....	4.09		.91	5			4.09
Virginia.....	65.75			65.75			65.75
Total mileage operated (single track).....	116.38		.91	117.29			116.38

## CONSUMPTION OF FUEL BY LOCOMOTIVES.\*

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. TONS.	Miles run.	Average pounds consumed per train per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		2,778.04		38.6	2,797.34	75,717	73.82
Freight.....		8,005.04		78.1	8,044.09	155,242	103.63
Switching.....		345.40		4.1	347.45	15,309	45.39
Construction.....		241.48		3.4	243.18	8,651	56.22
Total.....		11,369.96		124.2	11,432.06	254,919	89.89
Average cost at distributing point.....		\$1.54		\$2.97			

\* State of Virginia, 56.50 per cent.

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		2						2
Falling from trains and engines...	1	2					1	2
Derailments.....		2						2
Other causes.....						4		4
Total.....	1	6				4	1	10

## OTHERS.

KIND OF ACCIDENT.	PASSENGERS.				TREPPASSING.		NOT TREPPASS- ING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....				1	2				1	2
Total.....				1	2				1	2

## EXPLANATION OF ACCIDENTS.

"Employees"—Injured, 4; sectionman, helping to put hand car on track, finger mashed; water boy, getting off push car in motion, had foot run over; laborers (2) fell off hand cars.

"Others" trespassing—Men (2), walking on track, struck by train; man on track, drunk, run over, killed.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.				PROFILE.						
From—		To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Ascending Grades.			Descending Grades.		
					Miles.	Miles.	Miles.	Number.	Sum of as-cents.	Aggregate length of ascending grades.	Number.	Sum of descents.	Aggregate length of descending grades.
									Feet.	Miles.		Feet.	Miles.
Mile post 222 and 441.....	Mile post 288 and 3072.....	65.75	170	19.53	46.22	9.23	26	1,829	38.33	15	808	18.19	

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEMS.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Height of lowest above sur-face of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Iron .....	15	1,563	4½	16	.....	480	.....	.....	.....
Total .....	15	1,563	4½	.....	.....	.....	.....	.....	.....
Tunnels.....	3	647	.....	56	.....	341	.....	.....	.....
Overhead railway crossings:									
Bridges.....	1	.....	.....	.....	.....	.....	.....	19	7¾
Total .....	1	.....	.....	.....	.....	.....	.....	.....	.....
Gauge of track—four feet nine inches; 65.75 miles.									

## TELEGRAPH.

Wires are owned and operated by Western Union telegraph company.

## OATH.

STATE OF KENTUCKY,                    )  
COUNTY OF JEFFERSON, ) ss :

We, the undersigned, M. H. Smith, president, and Chas. Haydon, assistant comptroller of the Louisville and Nashville railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

M. H. SMITH, *President.*

CHAS. HAYDON, *Assistant Comptroller.*

Subscribed and sworn to before me this 1st day of November, 1892.

G. W. B. OLMSTEAD,  
*Notary Public.*

## NORFOLK AND WESTERN RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Norfolk and Western railroad company.

Date of organization—May 10, 1881.

Organized under the laws of the States of Virginia and West Virginia.

The consolidation of the Norfolk and Petersburg railroad company, the Southside railroad company, and the Virginia and Tennessee railroad company to form the Atlantic, Mississippi and Ohio railroad company, was for the purpose of adjusting and closing the accounts assumed to have been fully consummated April 1, 1871, under authority of June 17, 1870.

The consolidation of the New River Railroad, Mining and Manufacturing company and the Bluestone railroad to form the New River railroad of West Virginia, was effected December 23, 1881, under authorization of general laws of West Virginia.

The consolidation of the New River railroad company, the New River railroad company of West Virginia, and the East River railroad company with the Norfolk and Western railroad company, was effected May 9, 1882, under authority of the general laws of West Virginia, and of acts of assembly of Virginia, approved March 7, 1872, and various supplements thereof, and also act of February 15, 1882.

The consolidation of the Clinch Valley railroad company with the Norfolk and Western railroad company was effected May 20, 1887, under authority of the act of assembly of Virginia, incorporating the Clinch Valley railroad company, approved April 6, 1887.

The consolidation of the Norfolk Terminal company with the Norfolk and Western railroad company was effected October 16, 1889, under authority of the act of assembly of Virginia, incorporating the Norfolk Terminal company, approved March 6, 1882.

The consolidation of the New River Plateau railway company with the Norfolk and Western railroad company was effected October 16, 1889, under authority of the act of assembly of Virginia, incorporating the New River Plateau railway company, approved March 2, 1888.

The consolidation of the West Virginia and Ironton railroad with the Norfolk and Western railroad company was effected September 30, 1890, under authority of the act of assembly of Virginia and the general laws of the States of West Virginia and Kentucky.

The property and franchises of the Scioto Valley and New England railroad and the Shenandoah Valley railroad were acquired by purchase and merged into the general accounts of the Norfolk and Western railroad.

Name of original corporation—Atlantic, Mississippi and Ohio railroad company, incorporated by act of assembly of Virginia, passed June 17, 1870, and entitled "an act to authorize the formation of the Atlantic, Mississippi and Ohio railroad company."

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Clarence H. Clark.....	Philadelphia, Penn.....	May 6, 1893, or until successor is elected.
Frederick J. Kimball.....	Philadelphia, Penn.....	
Charles Hacker.....	Philadelphia, Penn.....	
Joseph I. Doran.....	Philadelphia, Penn.....	
Richard S. Brock.....	Philadelphia, Penn.....	
Samuel A. Crozer.....	Upland, Penn.....	
A. J. Dull.....	Harrisburg, Penn.....	
Upton L. Boyce.....	Boyce, Va.....	
Walter H. Taylor.....	Norfolk, Va.....	
Robert Fleming.....	Dundee, Scotland.....	
Howland Davis.....	New York, N. Y.....	
William Vivian.....	London, England.....	
Henry Whelen, Jr.....	Philadelphia, Penn.....	

Total number of stockholders at date of last election—1,538.

Date of last meeting of stockholders for election of directors—May 4, 1892.

Postoffice address of general office—Roanoke, Va., and Philadelphia, Penn.

Postoffice address of operating office—Roanoke, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	F. J. Kimball.....	Philadelphia, Pa.
Vice-President.....	Chas. G. Eddy.....	Roanoke, Va.
Assistant to President.....	William C. Bullitt.....	Philadelphia, Pa.
Assistant to President.....	Chas. H. Mellon.....	Philadelphia, Pa.
Secretary.....	A. J. Hemphill.....	Philadelphia, Pa.
Treasurer.....	Wm. G. Macdowell.....	Philadelphia, Pa.
General Solicitor.....	Joseph I. Doran.....	Philadelphia, Pa.
Comptroller.....	M. C. Jameson.....	Philadelphia, Pa.
Auditor.....	Joseph W. Coxo.....	Roanoke, Va.
Auditor Scioto Valley.....	C. M. Zink.....	Columbus, O.
Vice-President and General Manager.....	Joseph H. Sands.....	Roanoke, Va.
General Superintendent.....	D. W. Flickwir, Eastern Division.....	Roanoke, Va.
Chief Engineer.....	W. W. Coe.....	Roanoke, Va.
Superintendent of Transportation.....	Frank Huger.....	Roanoke, Va.
General Superintendent.....	A. C. Hippey, Western Division.....	Roanoke, Va.
Division Superintendent.....	E. L. DuBarry, Norfolk Div.....	Norfolk, Va.
Division Superintendent.....	J. C. Cassell, Lynchburg Div.....	Crewe, Va.
Division Superintendent.....	Theo. Low, Durham Div.....	Lynchburg, Va.
Division Superintendent.....	T. H. Bransford, Roanoke Div.....	Roanoke, Va.
Division Superintendent.....	J. W. Cook, Shenandoah Div.....	Shenandoah, Va.
Division Superintendent.....	D. H. Barger, Winston-Salem Div.....	Winston-Salem, N. C.
Division Superintendent.....	John A. Hardy, Radford Div.....	Radford, Va.
Division Superintendent.....	John G. Osborne, Pulaski Div.....	Radford, Va.
Division Superintendent.....	N. D. Maher, Clinch Valley Div.....	Bluefield, W. Va.
General Freight Agent.....	T. S. Davant.....	Roanoke, Va.
Assistant General Freight Agent.....	H. Howard Royer.....	Roanoke, Va.
General Passenger and Ticket Agent.....	W. B. Bevill.....	Roanoke, Va.
General Passenger and Ticket Agent.....	J. J. Archer, Scioto Valley Div.....	Columbus, O.
Division Superintendent.....	Jos. Robinson, Scioto Valley Div.....	Columbus, O.
Superintendent of Telegraph.....	W. C. Walstrum.....	Roanoke, Va.
General Agent.....	N. M. Osborne.....	Norfolk, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Norfolk & West'n R. R.—1 A...	Lambert's Point.....	Crewe.....	134 44	
	Crewe.....	Roanoke.....	129 58	
	Roanoke.....	Shenandoah.....	130 00	
	Shenandoah.....	Hagerstown.....	108 00	
	Roanoke.....	Bluefield.....	102 40	
	Radford.....	Bristol.....	106 21	
	Cripple Creek Junct'n.....	Great Outburst.....	45 81	
	Graham.....	Norton.....	100 40	
	Bluefield.....	Points bey'd Elkhorn.....	23 44	
	Caldwell Junction.....	Coal Grove.....	128 60	
				1,008 88
	1 B... Petersburg.....	City Point.....	10 00	
	Glade Spring.....	Saltville.....	9 50	
2... Roanoke.....	Line of road.....	Industries.....	13 66	
	Line of road.....	Ore Roads.....	42 56	
	Line of road.....	Coal Mines.....	25 72	
3... Caldwell Junction, O...				101 44
		Winston-Salem, N. C.....	121 30	
		Durham, N. C.....	115 00	
4... Lynchburg.....		Columbus, O.....	2 30	
Total mileage.....				\$1,348 92

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	95,000	100	9,500,000	9,500,000	3 per cent....	1,200,000
Preferred.....	430,000	100	43,000,000	43,000,000		
Total.....	525,000	\$100	\$52,500,000	\$52,500,000		\$1,200,000
Manner of payment for capital stock.	Number of shares issued during year.	Cash rec'd on amt't issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Issued for cash:					Of the preferred shares issued for cash 30,000 shares were sold with the \$1,500,000 adjustment in mortgage bonds for \$1,500,000; 6,300 shares exchanged for 14,000 shares S. V. & N. E. R. R. Co. stocks.	
Preferred.....	30,000	1,410,000	235,000	12,398,377 80		
Issued for reorganization:						
Common.....			30,000			
Preferred.....			150,000			
Issued for S. V. R. R. stock, Common.....						
Issued for Car Trust obligations—Common.....			110,000			
Issued for purchase of S. V. R. R.—Preferred.....						
Total.....	30,000	\$1,410,000	525,000	\$12,398,377 80		

## EXPLANATORY REMARKS.

Dividends on preferred stock:		
October 22, 1891, 1½ per cent. on 400,000 shares.....		600,000 00
April 29, 1892, 1½ per cent. on 400,000 shares.....		600,000 00
		\$1,200,000 00



## FUNDED DEBT.

Mortgage bonds, miscellaneous obligations, and income bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	Rate.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
<b>MORTGAGE BONDS.</b>										
N. & P. R. R.:										
Second mortgage.....	July 1, 1868....	July 1, 1893....	496,000 00	496,000 00	496,000 00		8 per cent....	Jan. & July.....	36,680 00	
South Side R. R.:										
Consolidated mortgage	Jan., 1869.....	July 1, 1900....	703,000 00	703,000 00	290,000 00		6 & 5 per ct.	Jan. & July.....	15,480 00	
1st preferred.....	Jan., 1869.....	July 1, 1900....	581,300 00	581,300 00	270,500 00		6 & 5 per ct.	Jan. & July.....	14,455 00	
2d preferred.....	Jan., 1869.....	July 1, 1900....	581,300 00	581,300 00	270,500 00		6 & 5 per ct.	Jan. & July.....	14,455 00	226,667 00
Consolidated mortgage	Jan., 1869.....	Jan. 1, 1896, } to 1900..... }	452,800 00	452,800 00	452,800 00	+	6 per cent....	Jan. & July.....	27,108 00	
3d preferred * .....	Jan., 1869.....	Jan. 1, 1896, } to 1900..... }	452,800 00	452,800 00	452,800 00		6 per cent....	Jan. & July.....	27,108 00	
Va. & Tenn. R. R.:										
Enlarged mortgage	July, 1854.....	June 3, 1900....	990,000 00	990,000 00	980,000 00		5 per cent....	Jan. & July.....	49,000 00	
Preferred stock.....	Aug. 3, 1864....	Mar. 1, 1896....	55,500 00	55,500 00	10,900 00		6 per cent....	Jan. & July.....	654 00	
Fourth mortgage.....	Mar. 1, 1866....	Mar. 1, 1900....	1,000,000 00	1,000,000 00	1,000,000 00		8 per cent....	Jan. & July.....	80,000 00	
N. & W. R. R.:										
General mortgage.....	May 4, 1881....	May 1, 1931....	11,000,000 00	7,283,000 00	7,283,000 00	566,411 23	6 per cent....	May & Nov.....	438,980 00	435,180 00
First mortgage New River Division.....	May 12, 1882....	April 1, 1932....	2,000,000 00	2,000,000 00	2,000,000 00	1,834,081 25	6 per cent....	April & Oct....	120,000 00	119,820 00
Improvement and extension.....	Dec. 21, 1883....	Feb. 1, 1934....	5,000,000 00	5,000,000 00	5,000,000 00	4,538,672 41	6 per cent....	Feb. & Aug....	300,000 00	296,700 00
Adjustment mortgage.....	Oct. 29, 1884....	Dec. 1, 1924....	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	7 per cent....	{ Mar. & June } { Sept. & Dec. }	105,000 00	101,062 50
First mortgage Clinch Valley Division.....	June 1, 1887....	June 1, 1937....	3,325,000 00	2,381,000 00	2,500,000 00	2,285,000 00	5 per cent....	Mar. & Sept....	125,000 00	124,775 00
100-year mortgage.....	Oct. 29, 1880....	Nov. 1, 1980....	43,000,000 00	13,794,000 00	113,794,000 00	8,923,733 33	5 per cent....	Jan. & July.....	387,825 01	387,617 51
Sejato Valley & N. E. R. R.:										
First mortgage.....	Nov. 1, 1880....	Nov. 1, 1980....	3,000,000 00	5,000,000 00	5,000,000 00	Assumed.	4 per cent....	May & Nov.....	200,000 00	198,960 00
M. & W. Div.:										
First mortgage.....	Dec. 15, 1890....	Jan. 1, 1941....	10,000,000 00	7,050,000 00	7,050,000 00	3,076,550 00	5 per cent....	Jan. & July.....	341,505 18	339,880 18

\* Assumed. † Securities existing prior to and issued under reorganization representing the property acquired. ‡ Includes \$4,522,000 in treasury.

## FUNDED DEBT.—CONTINUED.

CLASS OF BOND OR OBLIGATION.	TIME. Date of issue.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash real- ized on the amount is- sued.	INTEREST.			Amount paid during year.
						Rate.	When payable.	Amount ac- rued dur- ing year.	
R. & S. Ry: First mortgage.....	Mar. 1, 1892..	4,041,000 00	2,041,000 00	2,041,000 00	Assumed.	5 per cent....	Mar. & Sept.		
Total .....		91,144,600 00	50,527,600 00	49,668,200 00	21,825,448 22			2,242,717 19	2,233,632 19
MISCELLANEOUS BONDS.									
Convertible debenture	Jan. 15, 1894..	525,000 00	525,000 00	525,000 00	525,000 00	6 per cent....	Jan. & July....	31,500 00	31,275 00
Equipment mortgage	June 1, 1888..	5,000,000 00	4,684,000 00	4,726,000 00	4,092,755 00	5 per cent....	June & Dec....	216,970 16	190,320 16
Equipment mortgage	Dec. 31, 1891..	5,000,000 00	677,000 00	677,000 00	24,300 00	5 per cent....	Jan. & July....	675 00	
Total .....		10,525,000 00	\$5,886,000 00	5,352,000 00	4,642,055 00			249,145 16	221,595 16
Grand total .....		\$101,669,600 00	\$56,413,600 00	\$55,196,200 00	\$26,467,503 22			\$2,491,892 35	\$2,455,227 35

\* Includes \$650,000 00 in treasury.

## EXPLANATORY REMARKS.

General mortgage loan.....	7,283,000 00
Applied for payment of Atlantic, Mississippi and Ohio railroad.....	6,060,000 00
1,283 bonds sold for cash.....	1,355,419 67
Less applied to retire divisional lines.....	789,008 44
	566,411 23
Scioto Valley and New England 1st mortgage, assumed by Norfolk and Western railroad.....	5,000,000 00
Maryland and Washington Division, 1st mortgage.....	7,060,000 00
3,437 bonds sold for cash.....	3,076,550 00
3,013 bonds issued in exchange.....	3,613,000 00
Roanoke and Southern railway 1st mortgage, assumed by Norfolk and Western railroad.....	\$2,041,000 00

## EQUIPMENT TRUST OBLIGATIONS.

## A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Remarks.
1 A.....	April 1, 1892.....	November 1, 1899.....	169	Cash payment and two payments each month.
2 B.....	Feb. 9, 1893.....	January 1, 1899.....	1	Modification of equipment under car trust 1 A.
2 A.....	Feb. 15, 1893.....	January 1, 1899.....	169	Cash payment and two payments each month.
B.....	May 14, 1894.....	.....	.....	Modification of equipment under car trust 2 A.
C.....	March 31, 1896.....	.....	.....	Modification of equipment under car trust 2 A.
1 and 2 A.....	April 30, 1895.....	August 11, 1891.....	74	Modification of equipment under car trust 1 and 2 A.
2 A.....	March 31, 1896.....	January 1, 1895.....	41	Modification of equipment under car trust 1 and 2 A.
3 A.....	May 11, 1893.....	October 1, 1893.....	11	Modification of equipment under car trust 1 and 2 A.
B.....	April 1, 1896.....	October 1, 1893.....	41	Modification of equipment under car trust 1 and 2 A.
C.....	March 31, 1896.....	March 1, 1895.....	38	Modification of equipment under car trust 1 and 2 A.
4.....	Jan. 14, 1894.....	January 17, 1894.....	201	Cash payment and quarterly notes.
R. & S. equipment trust.....	Dec. 1, 1891.....	December 1, 1902.....	36	Cash payment and quarterly notes.
B. W. & Co. equipment trust.....	May 4, 1892.....	May 4, 1895.....	36	Monthly notes.

## EXPLANATORY REMARKS.

(Car trust 1 A : 490 hopper-bottom gondola cars, 150 hopper-bottom gondola cars, 200 stock cars, 4 passenger cars, 2 locomotives. (Modified in car trust 1 B.)  
 (Car trust 1 B (modification of 1 A) : 700 drop or hopper-bottom gondola cars, 6 passenger coaches, 1 combination coach, 5 freight locomotives, 2 switching locomotives, 2 passenger locomotives.  
 Car trust 2 A : 21 freight locomotives, 2 switching locomotives, 6 passenger coaches, 1 combination coach, 2 baggage cars, 315 box cars, 100 hopper-bottom gondola cars. (Modified in car trust 2 B.)  
 Car trust 2 B (modification of 2 A) : 15 freight engines, 3 passenger engines, 5 switching engines, 6 passenger coaches, 1 combination coach, 2 baggage cars, 285 box cars, 102 hopper-bottom gondola cars, 100 transfer trucks. (Modified in car trust 2 C.)  
 (Car trust 2 C (modification of 2 B) : 15 freight engines, 3 passenger engines, 5 switching engines, 6 passenger coaches, 1 combination coach, 2 baggage cars, 285 box cars, 124 hopper-bottom gondola cars.  
 Car trusts 1 and 2 B : 10 consolidation freight locomotives, 311 hopper-bottom gondola cars.  
 Car trust 3 A : 9 consolidation engines, 750 25-ton hopper-bottom gondola cars, 200 20-ton box cars, 100 stock cars.  
 Car trust 3 C : 6 consolidation freight locomotives, 130 hopper-bottom gondola cars.  
 Car trust 4 : 10 locomotives.  
 R. and S. equipment trust : 6 locomotives, 5 passenger coaches, 1 combination coach, 1 baggage car, 30 box cars, 60 flat cars.  
 B. W. & Co. equipment trust, May 4, 1892 : 5 locomotives.

## EQUIPMENT TRUST OBLIGATIONS.—CONTINUED.

## B. Statement of Amount.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
1 A.....	50,000 00	450,000 00		130,020 00			
1 B.....	1,107 50						
2 A.....	50,450 00	450,000 00		130,020 00			
1 and 2 A.....		165,382 77		87,824 08		200 00	200 00
3 A.....	94 00	390,714 20	185,000 00	150,060 80	13,776 40	13,776 40	13,776 40
1 and 2 B.....	75,184 38	538,966 02	70,050 27	213,426 40	24,955 09	18,008 39	18,008 39
3 B.....		13,846 38	13,846 38	10,416 74	6,366 74	580 00	580 00
3 C.....	20 00	277,876 84	114,000 00	124,262 17	6,820 93	9,868 76	9,868 76
4.....	12,457 50	111,537 50	13,388 08	34,476 50	5,171 46	3,447 64	3,447 64
R. A. S. equipment trust.....		106,000 00	106,000 00			1,560 00	1,560 00
B. W. & Co. equipment trust, May 4, 1892.....	5,350 00	48,166 00	46,911 28	4,478 04	4,284 87	223 17	223 17
Total.....	\$194,643 38	2,520,483 31	553,387 01	\$884,964 68	\$61,631 09	43,224 36	47,694 36
Miscellaneous obligations.....		5,860,400 00	5,528,000 00			240,145 16	221,955 16
Total "miscellaneous obligations".....		\$6,400,483 31	\$6,081,387 01			\$297,369 52	\$269,280 52

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.		Amount outstanding.		INTEREST.	
	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	50,627,000 00	46,068,200 00	2,242,747 19	2,233,062 19		
Miscellaneous obligations.....	8,400,483 31	6,083,387 01	207,369 52	200,280 52		
Total.....	\$59,027,483 31	\$52,151,587 01	\$2,450,116 71	\$2,433,342 71		

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE  
FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	1,377,854 33
Bills receivable.....	14,780 50
Due from agents.....	184,138 91
Net traffic balances due from other companies.....	12,406 80
Due from solvent companies and individuals.....	1,168,381 90
Other cash assets, excluding "materials and supplies" *—sinking fund.....	70,128 78
Balance—Current liabilities.....	1,947,875 21

Total..... \$4,636,366 82

CURRENT LIABILITIES ACCRUED TO AND  
INCLUDING JUNE 30, 1892.

Loans and bills payable.....	2,687,250 00
Audited vouchers and accounts.....	1,41,870 00
Wages and salaries.....	66,087 30
Matured interest coupons unpaid including coupons due July 1.....	375,159 50

Total..... \$4,636,366 82

\* Materials and supplies on hand, \$87,291 77.

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount out-standing.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	52,500,000 00	52,500,000 00		1,110.32	47,284 66
Bonds.....	\$55,196,290 00	55,196,290 00		41,231.62	44,815 93
Equipm't trust obligations.....	555,397 01	555,397 01		41,231.62	430 95
Total.....	\$108,251,597 01	\$108,251,597 01			\$92,530 54

B. For mileage operated by road making this report (trackage rights excluded), the  
operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
N. & W. R. R.....	52,500,000 00	55,751,597 01	4,636,366 82	112,887,963 83	41,231.62	91,658 11
Grand total.....	\$52,500,000 00	\$55,751,597 01	\$4,636,366 82	\$112,887,963 83		\$91,658 11

\* Includes \$4,529,000 100-year mortgage bonds and \$50,000 equipment mortgage bonds of 1892 in hands of treasurer.

† Includes mileage of Winston-Salem division (R. &amp; S. railway), 121.3 miles.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

EXPENDITURES DURING YEAR.						
ITEMS.	Included in operating expenses.	NOT INCLUDED IN OPERATING EXPENSES.		Total cost to June 30, 1891.	Total cost to June 30, 1892.	* Cost per mile
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction:						
Right of way.....			2,511 07			
Other real estate.....			65,497 20			
Fences.....			19,592 60			
Bridges and trestles.....			824,990 21			
Rails.....			455,490 84			
Ties.....			233,815 00			
Other superstructure.....			2,029,807 30			
Buildings, furniture and fixtures.....			322,685 05			
Shop machinery and tools.....			43,009 98			
Engineering expenses.....			174,466 49			
Interest during construction.....			206,313 06			
Discount on securities sold for construction.....			5,289,102 04			
Telegraph line.....			638 54			
Wharfing, etc.....			165,516 52			
Purchase of constructed road.....			†2,348,500 14			
Other items.....			28,837 85			
Total construct'n.....			12,210,872 79	81,156,688 33	93,367,561 12	
Equipment:						
Locomotives.....			335,195 46			
Passenger cars.....			20,222 70			
Baggage, express, and postal cars.....			525 52			
Combination cars.....			243 53			
Freight cars.....			915,672 17			
Other cars of all classes.....			12,300 00			
Floating equipment.....			4,308 44			
Total equipment.....			\$1,288,467 82	\$8,787,106 11	10,075,573 93	
Grand total cost construction, equipm't, etc.....					103,443,135 05	
Total cost construction, equipm't, etc., State of Virginia.....					\$78,616,782 64	

\* Cost per mile is not worked out, as the cost of work on extensions is charged to construction and until all extensions are completed the cost per mile cannot be apportioned.

† Purchase of constructed road includes item of \$2,041,000, railroad premises, property, and franchises. Roanoke and Southern railway acquired March 1, 1892, by lease for 999 years.

## INCOME ACCOUNT.

Gross earnings from operation.....	9,494,411 35	
Less operating expenses.....	6,208,139 52	
Income from operation.....		3,286,271 83
Dividends on stocks owned.....	135,291 00	
Interest on bonds owned.....	30,000 00	
Miscellaneous income—less expenses.....	45,170 88	
*Other income.....	202,567 50	
Income from other sources.....		413,029 38
Total income.....		3,699,301 21
Deductions from income:		
Interest on funded debt accrued.....	2,333,803 65	
Rents—Lynchburg and Durham railroad.....	19,960 67	
Taxes.....	179,888 78	
Total deductions from income.....		2,533,653 10
Net income.....		1,165,648 11
Dividends, 3 per cent., preferred stock.....	1,200,000 00	
Other payments from net income—Sinking fund and equipment mortgage.....	129,575 00	
Total.....		1,329,575 00
Deficit from operations of year ending June 30, 1892.....		163,926 89
Surplus on June 30, 1891.....		1,215,535 48
Surplus on June 30, 1892.....		\$1,051,608 59

\*This represents the amount received from special dividend fund of \$271,290 provided at the time of the acquisition of the Shenandoah Valley railroad to pay dividends on preferred shares on N. & W. R. R. stock, issued for purchase of property.

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	1,378,594 09		
Total deductions.....		2,975 95	
Total passenger revenue.....			1,375,618 14
Mail.....			112,195 84
Express.....			92,590 01
Total passenger earnings.....			1,580,403 99
Freight:			
Freight revenue.....	5,619,407 40		
Total deductions.....		106,810 20	
Total freight revenue.....		5,512,597 20	
Total freight earnings.....			5,512,597 20
Total passenger and freight earnings.....			7,093,001 19
Other earnings from operation:			
Car mileage—balance.....	142 13		
Rents not otherwise provided for.....	9,498 86		
Other sources.....	113,110 45		
Total other earnings.....			122,751 44
Total gross earnings from operation—Virginia.....			7,215,752 63
Total gross earnings from operation—Entire line.....			\$9,494,411 35

## STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Roanoke Machine works, 4,167 shares.....	416,700 00	25 per cent.	104,175 00	364,600 00
Old Dominion Steamship Co., 1,876 shares....	187,600 00	6 per cent.	11,256 00	187,600 00
Virginia company, 993 shares.....	99,300 00	20 per cent.	19,860 00	99,300 00
Pocahontas Coal company, 1,493 shares.....	149,300 00			149,300 00
Columbus Connecting and Terminal R. R.....	60,000 00			60,000 00
Sundry stocks, "small accounts".....	34,200 00			11,275 76
N. & W. common stock, 101 shares.....	10,100 00			3,472 67
Total.....	\$957,200 00		\$135,291 00	\$875,548 43

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
First mortgage bonds Roanoke Machine Works.....	500,000 00	6 per cent.	30,000 00	500,000 00
100-year mortgage bonds Norfolk and Western railroad.....	4,529,000 00			4,529,000 00
Equipment mortgage of 1892, Norfolk and Western railroad.....	650,000 00			650,000 00
Total.....	\$5,679,000 00		\$30,000 00	\$5,679,000 00

## MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Balance of interest and discount for year ending June 30, 1892.....	45,170 88		45,170 88
Total.....	\$45,170 88		\$45,170 88



## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	149,632 78	444,207 40	593,840 18
Renewals of rails.....	3,461 37	10,274 20	13,735 57
Renewals of ties.....	12,441 57	36,929 73	49,371 30
Repairs of bridges and culverts.....	29,990 18	89,018 46	119,008 64
Repairs of fences, road-crossings, signs, and cattle guards.....	3,938 64	11,697 64	15,636 28
Repairs of buildings.....	927 34	2,752 59	3,679 93
Repairs of docks and wharves.....	28 74	17,094 68	17,123 42
Other expenses.....	464 57	1,378 98	1,843 55
<b>Total.....</b>	<b>200,905 19</b>	<b>613,353 68</b>	<b>814,258 87</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	112,133 88	378,559 35	490,693 23
Repairs and renewals of passenger cars.....	122,622 06		122,622 06
Repairs and renewals of freight cars.....		294,077 14	294,077 14
Shop machinery, tools, etc.....	10,500 92	31,172 49	41,673 41
Other expenses.....	2,381 05	7,067 58	9,448 63
<b>Total.....</b>	<b>247,637 91</b>	<b>710,876 56</b>	<b>958,514 47</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	148,290 97	602,832 49	751,123 46
Fuel for locomotives.....	61,208 82	359,002 76	420,211 58
Water-supply for locomotives.....	35,548 72	99,880 30	135,429 02
All other supplies for locomotives.....	24,088 11	75,342 69	99,430 80
Wages of other trainmen.....	113,145 34	577,781 80	690,927 14
All other train supplies.....	20,094 88	53,645 80	73,740 68
Wages of switchmen, flagmen, and watchmen.....	7,980 90	33,234 94	41,215 84
Expense of telegraph, including train dispatchers and operators.....	74,580 94	227,680 83	302,261 77
Wages of station agents, clerks, and laborers.....	100,717 01	447,588 60	548,305 61
Station supplies.....	13,989 71	35,191 07	49,180 78
Car mileage—balance.....	52,013 11	77,660 01	129,673 12
Loss and damage.....	7,241 78	49,990 90	57,232 68
Injuries to persons.....	6,367 32	26,129 05	32,496 37
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....		26,270 23	26,270 23
Other expenses.....	24,756 83	89,854 65	114,611 48
<b>Total.....</b>	<b>691,024 44</b>	<b>2,782,086 12</b>	<b>3,473,110 56</b>
<b>General expenses:</b>			
Salaries of officers.....	65,519 71	198,112 75	263,632 46
Salaries of clerks.....	65,598 92	216,921 16	282,520 08
General office expenses and supplies.....	8,494 93	25,350 39	33,845 32
Agencies, including salaries and rent.....	34,146 63	93,476 04	127,622 67
Advertising.....	14,660 41	6,594 02	21,254 43
Insurance.....	5,893 11	31,836 71	37,729 82
Rents not otherwise provided for.....	3,541 27	10,248 57	13,789 84
Legal expenses.....	17,535 71	41,977 66	59,513 37
Stationery and printing.....	25,719 64	75,186 61	100,906 25
Other general expenses.....	5,194 43	16,036 95	21,231 38
<b>Total.....</b>	<b>246,604 76</b>	<b>715,650 86</b>	<b>962,255 62</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	200,905 19	613,353 68	814,258 87
Maintenance of equipment.....	247,637 91	710,876 56	958,514 47
Conducting transportation.....	691,024 44	2,782,086 12	3,473,110 56
General expenses.....	246,604 76	715,650 86	962,255 62
<b>Grand total.....</b>	<b>1,386,172 30</b>	<b>4,821,967 22</b>	<b>6,208,139 52</b>
Percentage of expenses to earnings—Entire line.....			65.00
<b>Operating expenses—State of Virginia:</b>			
Maintenance of way and structures.....	152,687 95	466,148 79	618,836 74
Maintenance of equipment.....	188,204 81	540,266 19	728,471 00
Conducting transportation.....	525,178 57	2,114,385 46	2,639,564 03
General expenses.....	187,419 62	543,894 65	731,314 27
<b>Total.....</b>	<b>\$1,053,490 95</b>	<b>\$3,664,695 09</b>	<b>\$4,718,186 04</b>
Percentage of expenses to earnings—Virginia.....			65.00

## RENTALS PAID.

*Rents paid for lease of road.*

NAME OF ROAD.	Interest on bonds guar- anteed.	Dividends on stock guar- anteed.	Cash.	Total.
Lynchburg and Durham railroad.....			19,960 67	19,960 67
Total.....			\$19,960 67	\$19,960 67

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Total.	Item.	Total.	Item.	Increase.	Decrease.
	81,156,088 33		Cost of road.....	83,367,561 12	12,210,872 79
	8,787,106 11		Cost of equipment.....	10,075,573 93	1,288,467 82
	4,716,028 43		Stocks owned.....	875,548 43	
	4,774,000 00		Bonds owned.....	5,679,000 00	903,000 00
	630,111 46		Rolling stock under car trusts.....	616,679 75	
	2,000,000 00		Preferred stock held by trustee of 100-year mortgage.....		13,431 71
	105,100 00		W. Va. & I. R. R. stock held by trustee of 100-year mort- gage.....	105,100 00	2,000,000 00
	1,065,126 89		Cash and current assets.....	2,718,162 83	753,035 94
			Other assets:		
	713,995 26		Materials and supplies.....	837,291 77	123,296 51
	67,975 14		Sinking fund.....	70,328 78	2,353 64
	463,887 90		Sundries.....		463,887 90
	\$105,382,017 52		Grand total.....	\$111,346,246 61	\$15,281,028 70
					\$6,317,797 61

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
Capital stock.....	49,500,000 00	Capital stock.....	52,500,000 00	3,000,000 00	
Funded debt.....	49,909,053 45	Funded debt.....	55,751,597 01	5,842,543 56	
Current liabilities.....	4,296,239 75	Current liabilities.....	4,636,366 82	340,127 07	
Accrued interest on funded debt not yet payable.....	357,030 83	Accrued interest on funded debt not yet payable.....	344,042 50		13,888 33
Deferred payments—interest.....	103,258 01	Deferred payments—interest.....	61,631 69		42,626 32
Profit and loss.....	1,215,535 48	Profit and loss.....	* 1,051,008 59		163,926 89
	\$105,382,017 52	Grand total.....	\$114,345,246 61	\$9,182,670 63	\$220,441 64

## IMPORTANT CHANGES DURING THE YEAR.—ENTIRE LINE.

The mileage of road operated was extended during the year 33.75 miles.

The Roanoke and Southern railway was leased as of March 1st, 1892, for 999 years; 121.3 miles. The Lynchburg and Durham railroad was leased as of March 1st, 1892, for one year; 115 miles.

30,000 shares of preferred stock were issued.

550 (\$550,000) Maryland and Washington division bonds issued for construction. 2,599 (\$2,599,000) 100-year mortgage bonds issued for construction. 177 (\$177,000) equipment mortgage bonds issued to retire car trust securities. 677 (\$677,000) equipment mortgage bonds of 1892, issued for equipment.

## CONTRACTS, AGREEMENTS, ETC.

## EXPRESS COMPANIES.

Contract with the Southern express company by which they have the right to do all the express business over our line, with the guaranty that the Norfolk and Western railroad's proportion of earnings in any one year shall not be less than \$65,000.

## MAILS.

The United States mails are transported over our lines and paid for by the postoffice department in accordance with the United States statutes in force governing the compensation for the same.

## SLEEPING CAR, PARLOR CAR, AND DINING CAR COMPANIES.

Contract with Pullman's Palace-Car company by which cars of Pullman company are run over line of Norfolk and Western railroad, for which the Norfolk and Western railroad company pays mileage at three cents per mile, unless the revenue reaches \$7,500 per annum per car.

## FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

The Virginia, Tennessee and Georgia Air Line, composed of the East Tennessee, Virginia and Georgia railroad company and the Norfolk and Western railroad company, forming a through line for freight and passenger business for the mutual benefit and joint interest of the two parties.

The Great Southern Despatch Fast Freight Line.—A joint freight line operated over the Pennsylvania railroad, the Western Maryland railroad, the Norfolk and Western railroad, and the East Tennessee, Virginia and Georgia railroad between all points north of Hagerstown and all points south of Bristol.

The Cumberland Gap Despatch.—A joint freight line operated over the Old Dominion steamship company, Baltimore steam packet company, Merchants' and Miners' transportation company, Clyde steamship company, Norfolk and Western railroad company, Louisville and Nashville railroad company, Pittsburg, Cincinnati, Chicago and St. Louis railway, Louisville, St. Louis and Texas railway company, Louisville, Evansville and St. Louis Consolidated railway company, Evansville and Terre Haute railroad company, and Peoria, Decatur and Evansville railway company, between eastern seaboard cities north of Norfolk, local and competitive points on the Norfolk and Western railroad, and all points west of Norton.

The Southern States Despatch Fast Freight Line.—A joint freight line operated over the Philadelphia and Reading railroad and the Norfolk and Western railroad, between all points north of Hagerstown on or reached by the lines of the Philadelphia and Reading railroad and connections and all points within the territory that can be reached advantageously by the lines of the Norfolk and Western railroad and its connections.

## OTHER RAILROAD COMPANIES.

The Chesapeake and Ohio Railroad.—Traffic connection with this company at Lynchburg. Freight traffic arrangement via Lynchburg for business between local stations of said road and local stations of the Norfolk and Western railroad, and through business from Richmond to points on the Norfolk and Western railroad or beyond. Divisions on agreed mileage basis.

The Virginia Midland Railroad.—Traffic connection made with this company at Lynchburg. All traffic interchanged. Division of rates is on combination of local or special divisions.

The Richmond and Danville Railroad.—Traffic connection made with this company at Burkeville, and through rates from Richmond to stations on the Norfolk and Western railroad and beyond, on agreed basis of divisions. Business between local stations on the Norfolk and Western railroad and local stations on the Richmond and Danville railroad, on the basis of local rates or agreed divisions made from time to time.

The Richmond and Petersburg Railroad.—Traffic connection with this company at Petersburg, and the divisions of through rates between Richmond and local stations on the line of the Nor-

folk and Western railroad or points west of Bristol are upon agreed basis. Business between local stations on the Norfolk and Western railroad, and local stations on the Richmond and Danville railroad, divided on combination of local or agreed divisions as from time to time agreed upon.

**The Petersburg Railroad.**—Traffic connection with this railroad is at Petersburg, and all rates are on the basis of combination of local, or equitable division of rates as made from time to time.

**The Suffolk and Carolina Railroad.**—Traffic connection with this company is at Suffolk, and whatever business is interchanged is on the basis of combination of local rates of each company.

**The Seaboard and Roanoke Railroad.**—The traffic connection with this company is at Suffolk Junction. For business between local points on the Seaboard and Roanoke railroad and local points on the Norfolk and Western railroad, rates are made by a combination of local rates, or agreed divisions made from time to time. On traffic between Portsmouth, Va., and points on the Norfolk and Western railroad or beyond, no higher total rates are employed than are used to and from Norfolk for Norfolk business proper; proportions allowed the Seaboard and Roanoke railroad thereupon, as may be agreed upon from time to time.

**The New York, Philadelphia and Norfolk Railroad.**—Traffic connection with this company is at Norfolk. There exist with this company, through rate arrangements for traffic between Philadelphia and local territory of the Norfolk and Western railroad, and points beyond, upon agreed divisions, and also upon traffic to or from competitive points within Philadelphia territory.

**The Norfolk Southern Railroad.**—Traffic connection with this company is at Norfolk Southern Junction. On business between local stations on the Norfolk and Western railroad and local stations on the Norfolk Southern railroad, through rates exist upon the basis of Norfolk rates, plus either local or specific rates to be added thereto as furnished from time to time by the Norfolk Southern railroad company. A traffic contract exists between the Norfolk Southern railroad company and the Norfolk and Western railroad by which the said Norfolk Southern railroad company obtains the use of our terminal facilities at Norfolk upon payment of agreed rates for transporting the freight between Norfolk Southern Junction and Norfolk, and a reasonable compensation per ton for handling the business at Norfolk, and the payment on their part for the use of depots, round-houses, etc.

**The Pennsylvania Railroad and Cumberland Valley Railroad.**—Traffic agreement covering business interchanged with these companies at Hagerstown, Maryland, between points on the Pennsylvania railroad system and connections and points on the Norfolk and Western railroad and connections upon agreed divisions.

**The Philadelphia and Reading Railroad.**—Traffic agreement covering business interchanged with this company at Hagerstown, Maryland, between points on the Philadelphia and Reading railroad system and connections and points on the Norfolk and Western railroad and connections upon agreed divisions.

**The Cape Fear and Yadkin Valley Railroad and the Charleston, Sumter and Northern railroad.**—Traffic connection made with the Cape Fear and Yadkin Valley railroad at Walnut Cove, North Carolina. Traffic agreement covering business between all points reached by the Norfolk and Western railroad and connections, and territory on and reached via the Cape Fear and Yadkin Valley railroad, Charleston, Sumter and Northern railroad and connecting lines on agreed basis of divisions.

**The Cape Fear and Yadkin Valley Railroad and Seaboard Air Line.**—Traffic connection made with the Cape Fear and Yadkin Valley railroad at Walnut Cove, North Carolina. Traffic agreement covering business reached by the Norfolk and Western railroad and connections and stations on the Seaboard Air Line west of Raleigh, North Carolina, and points on lines connecting with the Seaboard Air Line at junction points west of Raleigh, North Carolina. Divisions on agreed basis.

**The Seaboard Air Line.**—Traffic connection made with this company at Durham, North Carolina. Traffic agreement covering business reached by the Norfolk and Western railroad and connections, and stations on the Seaboard Air-Line between Weldon, North Carolina, on the east, and Durham, North Carolina, and Raleigh, North Carolina, on the west. Divisions on agreed basis.

#### STEAMBOAT AND STEAMSHIP COMPANIES.

**The Bay Line.**—Traffic connection with this company is at Norfolk, and traffic relations exist between the Norfolk and Western railroad company and the Bay Line on business to and from all points on our line and beyond, on the principle of combination of local rates or specific proportions to each company. Certain points on agreed mileage basis, and other points on specific rates to either company.

The Clyde Steamship Line.—Traffic connection with this company is at Norfolk and at City Point, on the James river. Through rates and tariffs are published, and the division of such through rates is upon specific rates, or upon mileage basis, dependent upon the territory covered by such through rates.

The Old Dominion Steamship Company.—Traffic connection with this company is at Norfolk. Through rates and tariffs are made on the basis of mileage prorate or specific rates to either company dependent upon the territory to and from which such rates are in force.

The Merchants' and Miners' Transportation Company.—Traffic connection with this company is at Norfolk, and through rates and tariffs are made between Boston and Providence and points on the Norfolk and Western railroad and its connections. Divisions of same are upon combination of local rates, or specific rates, or mileage prorate, dependent upon the territory to and from which such through rates are established.

#### TELEGRAPH COMPANIES.

Contract with the Western Union telegraph company, by which it has the right to construct poles and wires and do business over all lines of the Norfolk and Western railroad company, and is given free transportation of material to the extent of \$4,272. In return, the Norfolk and Western railroad company is allowed free telegraphing to the amount of \$10,772, regular rates of the Western Union telegraph company; all business in excess of this, railroad company to be charged one-half of regular prevailing day rates.

#### OTHER CONTRACTS.

Virginia Steel company, providing for construction of branch line of three-quarter miles to property of Virginia Steel company.

Samuel Crozer, provides for construction of branch line of two miles to property of Samuel A. Crozer.

Pulaski Iron company, provides for the construction of branch line of 3,000 feet to property of Pulaski Iron company.

South Elkhorn Coal company, provides for construction of branch line of 1.63 miles to property of South Elkhorn Coal company.

Virginia company, leasing premises corner of Jefferson and Shenandoah avenue, Roanoke, to Norfolk and Western railroad company for ten years at annual rental of \$4,800.

Hoopes Bros. & Darlington, renting lot at Goodson, Va., for three months, at \$25 per quarter.

Clarence M. Clark, provides for construction of branch line to property of C. M. Clark, at Clark's Summit.

Flat Top Coal company, conveying to Norfolk and Western railroad company right of way of eighty feet for a branch railroad from New River branch to coal fields of coal company lying in Mercer county.

Norfolk and Western railroad and New River railroad and Crozer Steel and Iron companies, provides for shipments over Norfolk and Western railroad of all material used, consumed, and produced at furnace of Crozer Steel and Iron company, at Roanoke, Va.

Pulaski Iron company, provides for shipments over Norfolk and Western railroad of all material used, consumed, and produced at Pulaski Iron company's furnace at Pulaski, Va.

#### MARYLAND AND WASHINGTON DIVISION.

EXPRESS COMPANIES.—Contract with the Adams express company by which they have the right to do all the express business on the Maryland and Washington division of the Norfolk and Western railroad, with the guarantee that the Norfolk and Western railroad proportion of earnings in any one year shall not be less than \$15,000.

OTHER RAILROAD COMPANIES.—Contract with Cumberland Valley railroad company—Traffic connection and joint use of track and depot at Hagerstown, Md.

Contract with Western Maryland Railroad.—Traffic connection with this company at Hagerstown, Md.; proportion of revenue adjusted on mileage basis.

Contract with Chesapeake and Ohio Railroad.—Traffic connection at Basic; proportion of revenue adjusted on mileage basis.

TELEGRAPH COMPANIES.—Contract with Western Union telegraph company by which it has the right to construct line and do business over the Maryland and Washington division of the Norfolk and Western railroad. In return, the Norfolk and Western railroad company is allowed free telegraphing to the amount of six dollars per mile for each mile of constructed road.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—			
Norfolk and Petersburg—second mortgage.....	Norfolk.....	Petersburg.....	81	0,123 46	
South Side—first preferred.....	Petersburg.....	Lynchburg.....	123	7,018 80	
“ “ second preferred.....		City Point.....	10		
“ “ third preferred.....					
Virginia and Tennessee—enlarged mort.....	Lynchburg.....	Bristol.....	204 30	9,311 97	
“ “ fourth mortgage.....	{ Glade Spring.....	Saltville.....	9 50		
N. & W. R. R.—general mortgage.....	{ Norfolk.....	Bristol.....	408 30		
	{ Petersburg.....	City Point.....	10	17,024 31	
	{ Glade Spring.....	Saltville.....	9 50		
	{ Radford.....	Elkhorn.....	85 48		
	{ Line of Road.....	Coal Mines.....	19 70		
	{ Pulaski.....	Ivanhoe.....	30 40		
	{ Line of Road.....	Ore Banks.....	21 98	12,693 58	
	{ Norfolk.....	Lambert's Point.....	5 30		
	{ Petersburg.....	Bristol.....	408 30		
	{ Radford.....	City Point.....	10		
	{ Glade Spring.....	Saltville.....	9 50		
	{ Line of Road.....	Coal Mines.....	85 48	8,381 39	
	{ Pulaski.....	Ivanhoe.....	19 70		
	{ Line of Road.....	Ore Mines.....	30 40		
	{ Line of Road.....	Industries.....	21 98		
	{ Line of Road.....		5 30		
Adjustment mortgage.....			696 56	2,514 42	
Clinch Valley Division—first mortgage.....	Graham.....	Norton.....	100 40	23,357 93	
Convertible debenture.....	Line of Road.....	Coal Mines.....	6 63		
Equipment mortgages.....				‡	{ 35 passenger cars, 121 locomotives, 5,280 freight cars, 125 material cars, 20 baggage cars, and postal cars.
100-year mortgage.....					{ 20 locomotives, 13 passenger cars, 563 freight cars, 6 baggage and postal cars, 25 material cars.
Scioto Valley & N. E. R. R.—first mortgage.....	Calhwell Junction.....	Coal Grove.....	128 60	36,800 25	
Maryland & Wash. Div.—first mortgage.....	Hagerstown.....	Roanoke.....	238 11		
Roanoke & Southern—first mortgage.....	Line of Road.....	Ore Mines, &c.....	21 27	27,180 20	
	Roanoke.....	Winston-Salem.....	121 30	16,826 05	

\* Whole line of road as above, subject to aforesaid mortgage. † No mortgage security at date of issue. ‡ Now covered by 100-year mortgage. § Whole line of road excepting Scioto Valley, Maryland and Washington, Durham and Winston-Salem divisions. ¶ Not completed.

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	43		200,360 68	
General office clerks.....	427		214,715 26	
Station agents.....	167	52,343	93,323 92	1 78
Other station men.....	788	254,503	313,702 10	1 23
Enginemen.....	378	128,912	399,249 37	3 09
Firemen.....	415	134,243	202,700 90	1 51
Conductors.....	312	96,663	230,243 94	2 38
Other trainmen.....	1,055	328,882	373,382 64	1 13
Machinists.....	173	50,887	113,676 49	2 03
Carpenters.....	273	75,093	126,173 41	1 06
Other shopmen.....	502	151,792	193,764 09	1 27
Section foremen.....	199	60,192	90,683 05	1 50
Other trackmen.....	2,697	656,249	636,625 40	97
Switchmen, flagmen, and watchmen.....	309	92,027	101,435 32	1 10
Telegraph operators and dispatchers.....	326	104,618	194,430 77	1 85
Employees—account floating equipment.....	143	23,316	42,169 27	1 81
All other employees and laborers.....	1,391	428,328	531,346 10	1 24
Total (including "general officers").....	9,598		4,057,982 71	
Less "general officers".....	470		415,075 94	
Total (excluding "general officers").....	9,128	2,638,048	3,642,906 77	1 38
Distribution of above:				
General administration.....	470		415,075 94	
Maintenance of way and structures.....	3,926	1,007,077	1,054,059 80	1 04
Maintenance of equipment.....	1,266	381,915	563,488 31	1 47
Conducting transportation.....	3,936	1,249,056	2,025,358 66	1 62
Total (including "general officers").....	9,598		4,057,982 71	
Less "general officers".....	470		415,075 94	
Total (excluding "general officers").....	9,128	2,638,048	\$3,642,906 77	\$1 38



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF VIRGINIA.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	1,554,874	
Number of passengers carried one mile.....	55,533,088	
Average distance carried.....	35.72	
Total passenger revenue.....		1,375,618 14
Average amount received from each passenger.....		88.471
Average receipts per passenger per mile.....		2.477
Estimated cost of carrying each passenger one mile.....		1.897
Total passenger earnings.....		1,580,403 99
Passenger earnings per mile of road.....		1,533 44
Passenger earnings per train mile.....		90.637
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	4,653,836	
Number of tons carried one mile.....	1,012,406,479	
Average distance haul of one ton.....	217.54	
Total freight revenue.....		5,512,597 20
Average amount received for each ton of freight.....		1 18.453
Average receipts per ton per mile.....		.545
Estimated cost of carrying one ton one mile.....		.362
Total freight earnings.....		5,512,597 20
Freight earnings per mile of road.....		5,348 76
Freight earnings per train mile.....		1 29.607
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		6,888,215 34
Passenger and freight revenue per mile of road.....		6,083 50
Passenger and freight earnings.....		7,083,001 19
Passenger and freight earnings per mile of road.....		6,882 20
Gross earnings from operation.....		7,215,733 63
Gross earnings from operation per mile of road.....		7,001 30
Expenses.....		4,718,186 04
Expenses per mile of road.....		4,577 96
<b>Train mileage:</b>		
Miles run by passenger trains.....	1,743,652	
Miles run by freight trains.....	4,253,315	
Total mileage trains earning revenue.....	5,996,967	
Miles run by switching trains.....	860,569	
Miles run by construction and other trains.....	276,528	
Grand total train mileage.....	7,133,864	
Mileage of loaded freight cars—north or east.....	42,989,979	
Mileage of loaded freight cars—south or west.....	13,975,828	
Mileage of empty freight cars—north or east.....	4,243,611	
Mileage of empty freight cars—south or west.....	33,040,565	
Average number of freight cars in train.....	22.2	
Average number of loaded cars in train.....	13.4	
Average number of empty cars in train.....	8.8	
Average number of tons of freight in train.....	258.12	
Average number of tons of freight in each loaded car.....	17.77	

## EXPLANATORY REMARKS.

Seventy-six per cent. of total.

Earnings and expenses worked on basis of 1,030.63 miles of road operated.

The process pursued in ascertaining the mileage of switching trains is to count five (5) miles per hour and ten hours per day.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—ENTIRE LINE.

ITEMS.	Tonnage, num- ber passengers, number trains, mileage, num- ber cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	2,045,887	
Number of passengers carried one mile.....	73,072,484	
Average distance carried.....	35.72	
Total passenger revenue.....		1,810,023 87
Average amount received from each passenger.....		88.451
Average receipts per passenger per mile.....		2.477
Estimated cost of carrying each passenger one mile.....		1.887
Total passenger earnings.....		2,079,478 93
Passenger earnings per mile of road.....		1,541 50
Passenger earnings per train mile.....		90.67
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	6,121,468	
Number of tons carried one mile.....	1,332,118,788	
Average distance haul of one ton.....	217.54	
Total freight revenue.....		7,253,417 37
Average amount received for each ton of freight.....		1 18.433
Average receipts per ton per mile.....		.545
Estimated cost of carrying one ton one mile.....		.362
Total freight earnings.....		7,253,417 37
Freight earnings per mile of road.....		5,377 20
Freight earnings per train mile.....		1 29.67
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		9,063,441 24
Passenger and freight revenue per mile of road.....		6,719 04
Passenger and freight earnings.....		9,332,896 30
Passenger and freight earnings per mile of road.....		6,918 79
Gross earnings from operation.....		9,494,411 35
Gross earnings from operation per mile of road.....		7,038 33
Expenses.....		6,208,139 52
Expenses per mile of road.....		4,602 30
<b>Train mileage:</b>		
Miles run by passenger trains.....	2,294,279	
Miles run by freight trains.....	5,596,467	
Total mileage trains earning revenue.....	7,890,746	
Miles run by switching trains.....	1,132,065	
Miles run by construction and other trains.....	363,832	
Grand total train mileage.....	9,386,643	
Mileage of loaded freight cars—north or east.....	56,365,762	
Mileage of loaded freight cars—south or west.....	18,380,248	
Mileage of empty freight cars—north or east.....	5,583,742	
Mileage of empty freight cars—south or west.....	43,174,427	
Average number of freight cars in train.....	22.2	
Average number of loaded cars in train.....	13.4	
Average number of empty cars in train.....	8.8	
Average number of tons of freight in train.....	258.12	
Average number of tons of freight in each loaded car.....	17.77	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture :				
Grain.....	99,725	155,099	254,824	4.13
Flour.....	28,086	67,166	95,252	1.56
Hay.....	38,924	21,291	60,215	1
Tobacco.....	33,172	17,259	50,431	.82
Cotton.....	1,277	60,925	62,202	1.02
Fruit and vegetables.....	37,109	15,545	52,654	.86
Products of animals :				
Live stock.....	30,808	9,739	40,547	.66
Dressed meats.....	6,371	19,898	26,269	.43
Poultry, game, and fish.....	1,682	5,459	7,141	.12
Wool.....	455	705	1,160	.02
Hides and leather.....	3,016	13,892	16,908	.28
Products of mines :				
Anthracite coal.....	3,389	15,824	19,213	.32
Bituminous coal.....	2,301,479	55,287	2,356,766	38.49
Coke.....	450,876	4,526	464,402	7.58
Ores.....	581,172	33,624	614,796	10.04
Stone, sand, and other like articles.....	399,559	27,833	427,392	6.98
Products of forest :				
Lumber.....	419,547	241,383	660,930	10.79
Manufactures :				
Petroleum and other oils.....	8,829	11,342	20,171	.33
Sugar.....	4,947	30,783	35,730	.58
Iron, pig, and bloom.....	220,913	96,418	317,331	5.18
Iron and steel rails.....	9,362	16,591	25,953	.42
Other castings and machinery.....	15,586	21,376	36,962	.61
Bar and sheet metal.....	37,800	39,502	77,302	1.26
Cement, brick, and lime.....	68,122	24,129	92,251	1.51
Agricultural implements.....	6,165	4,635	10,800	.18
Wagons, carriages, tools, etc.....	4,032	7,604	11,636	.19
Wines, liquors, and beers.....	6,403	7,252	13,655	.22
Household goods and furniture.....				
Merchandise.....	54,017	102,003	156,020	2.55
Miscellaneous :				
Other commodities not mentioned above.....	51,351	63,204	114,555	1.87
Total tonnage—Entire line.....	4,933,174	1,190,294	6,123,468	100
Total tonnage—Virginia.....	3,749,212	904,624	4,653,836	76

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.		
			No.	Kind.	No.	Kind.	
Locomotives:							
Passenger.....	11	60	60	Westinghouse automatic.	60	Janney automatic.	
Freight.....	38	286					
Switching.....		21					
Total locomotives.....	49	367	60	Westinghouse automatic.	60	Janney automatic.	
Cars in freight service:							
First-class passenger cars.....	12	106	106	Westinghouse automatic.	106	Janney automatic.	
Combination passenger cars.....	4	23	23	"	23	"	
Baggage, express, and postal cars.....	2	42	42	"	42	"	
Officers' and pay cars.....		5	5	"	5	"	
Total.....	18	176	176	Westinghouse automatic.	176	Janney automatic.	
Cars in freight service:							
Box cars.....	926	4,061					
Flat cars.....	262	1,136					
Stock cars.....		595					
Coal cars.....	821	7,137					
Total.....	2,009	12,928					
Cars in company's service:							
Gravel cars.....		165					
Derrick cars.....	1	13					
Caboose cars.....	25	234					
Total.....	26	412					
Cars contributed to fast freight line service.....		68					
Total cars owned.....	2,035	13,408					
Cars leased:							
Box cars.....	25	25					
Flat cars.....	75	75					
Total.....	100	100					
Grand total cars.....	2,135	13,684					

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and Spurs.				Iron.	Steel.
Miles of single track.....	1,075.88	108.98	236.30	1,421.16	82.72	30.62	1,390.54
Miles of second track.....	42.60			42.60			42.60
Miles of yard track and sidings.....	315.21	31.83	15.77	362.81	51.95	65.06	297.75
Total mileage operated (all tracks)...	1,433.69	140.81	252.07	1,826.57	134.67	95.68	1,730.89

B. *Mileage of line by States and Territories.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	New line constructed during year.	Total mileage, excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs.				Iron.	Steel.
Virginia.....	820.28	80.83	148.86	18.46	1,058.97	30.62	1,028.35
West Virginia.....	102.81	19.15		56.43	121.96		121.96
Maryland.....	16.36				16.36		16.36
North Carolina.....			87.44		87.44		87.44
Ohio.....	136.43			7.83	136.43		136.43
Total mileage operated (single track)...	1,075.88	108.98	236.30	82.72	1,421.16	30.62	1,390.54

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	New line constructed during the year.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Virginia.....	820.58	80.83			910.11	30.62	879.49
West Virginia.....	102.81	19.15			121.96		121.96
Maryland.....	16.36				16.36		16.36
Ohio.....	136.43				136.43		136.43
Total mileage owned (single track)...	1,075.88	108.98			1,184.86	30.62	1,154.24

## RENEWALS OF TIES.

## NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
First class white oak ties.....	149,087	39 cts.
Second class ties.....	18,750	29 cts.
Total.....	167,839	

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		57,708		555.1	57,986	1,904,979	60.5
Freight.....		335,241		2,809.6	336,646	5,106,121	131.4
Switching.....		33,734		302.2	33,905	903,632	75.4
Construction.....		11,727		183.5	11,818	267,263	88.4
Total.....		438,430		3,850.5	440,355	8,181,995	107.6
Average cost at distributing point.....		90 cts.		\$2 00			

## ACCIDENTS TO PERSONS.

## EMPLOYEES.

KIND OF ACCIDENT.	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	1	257				5	1	263
Falling from trains and engines...	15	84	1	6	1	9	17	99
Overhead obstructions.....		4				1		5
Collisions.....	3	24			1	3	4	27
Deraillments.....		7				1		8
Other train accidents (A).....	1	21	2			5	3	26
At stations.....						17		17
Other causes (B).....	6	71	3	4	5	141	14	216
Total.....	28	468	6	10	7	182	41	660

## OTHERS.

## PASSENGERS.

KIND OF ACCIDENT.	TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....		2	1		3	1
Other train accidents (C).....	1	3	3	6	4	9
At highway crossings.....					3	
At stations.....		2	2	9	1	12
Other causes (D).....	1	7	27	53	1	61
Total.....	2	14	33	68	8	90

## EXPLANATION OF ACCIDENTS.

CAUSE OF INJURY.	A.	B.	C.	D.	Total.
Jumping from train.....	8	2	3	2	15
Getting on and off moving trains.....	9	4	7	7	27
Injured between or under cars.....				4	4
Falling or jumping from structures.....		11			11
Sprained back over-lifting.....		2			2
Scalded by injector pipe and blower.....		3			3
Run over by hand car.....		1			1
Struck by piece of metal while at work.....		3			3
Handling cross ties and other track material and tools.....		30			30
Struck by claw bar.....		1			1
Stepped on stone, which turned.....		1			1
Standing, walking, sitting, or lying on track.....		2		13	17
Engine front falling.....		1			1
Lumber falling.....		6			6
Awkward handling of tools and materials.....	4	16			20
Fell to bottom of gondola.....		2			2
Fell in car.....		2			2
Thrown against car by brake chain breaking.....		1			1
Ladder slipped while cleaning cars.....		1			1
Caught between engine and roundhouse door.....		2			2
Injured in applying and releasing brakes.....	4	3			7
Injured at turn-table.....		5			5
By sparks, etc., from engine.....	1	1			2
Struck by lump of coal which fell off car.....		1			1
Injured in removing broken wheel.....		1			1
Caught between tank spout and engine.....		1			1
Caught between lading of car and brake shaft.....		1			1
Scalded by hot metal.....		1			1
Attempting to cross track in front of train.....	3	3		4	10
Foot caught under pilot.....		1			1
Struck by block.....		1			1
In washing car windows and lamps.....	4	1			5
Handling freight.....		3			3
Assaulted—knocked through coal chute.....		1			1
Hand caught in machinery.....		3			3
Loading and unloading freight.....		6			6
Fell in pit of engine house.....		2			2
Stepped on nail—toe injured.....		1			1
Struck in stomach by handle of truck.....		1			1
Foot mashed by a stone.....		4			4
Hand mashed while drawing piles.....		1			1
Collision of trucks.....		1			1
Scalded by engine.....	1	2			3
Struck by marine leg of elevator.....		1			1
Foot mashed by hand car.....		1			1
Cross-tie turned and threw him.....		1			1
Stepped between ties on bridge.....		1			1
Burned to death in cabin car.....		1			1
Run over while asleep on track.....		1		6	7
Castling fell on foot.....		2			2
Car passed over toes.....	1				1
Foot caught in crossing plank and guard rail.....	1	3		1	5
On track—struck by train.....		8		12	20
Injured by jack breaking.....		1			1
Fell in cattle guard.....		1			1
Fell while breaking rail.....		2			2
Caught between door and side of car.....	4	2		1	7
Struck by pole thrown from engine.....		1			1
Foot caught while pushing car.....		1			1
Drunk on track.....				6	6
Caught between d. ad-blocks.....				1	1
Supposed murdered and placed on track.....				3	3
By horse becoming frightened at train.....				1	1
Shot by tramp.....		4			4
Poling cars.....		3			3
Struck by mail bag.....	1	1			2
Fell against train.....	1	1			2
Bursting of glass water-gauge.....	2	2			4

## EXPLANATION OF ACCIDENTS—CONTINUED.

CAUSE OF INJURY.	A.	B.	C.	D.	Total.
Caught by reverse lever.....	1	1			2
Rock thrown at train.....		1			1
Fighting on train.....			4		4
Shot by conductor through mistake.....				1	1
Found near track—shoulder dislocated.....			1	1	2
Caught between cars.....	3				3
Crown sheet of engine blew down.....	1	1			2
Rock fell from roof of tunnel.....		1			1
Hand car struck.....	2				2
Obstruction on track.....	4				4
Working at wreck.....		2			2
Explosion at shops.....		1			1
Total.....	55	181	15	65	316

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Stone .....	14	380	4	16	.....	60			
Iron.....	256	37,520	3	7	.....	2,256			
Wooden.....	291	7,174	9	7	.....	271			
Combination.....	26	1,392	11	21	6	182	2		
Total.....	587	46,468	3						
Trestles.....	339	79,138	.....	24	.....	1,813			
Tunnels.....	21	13,834		150	.....	1,902			
Overhead highway crossings:									
Bridges.....	49							18	2
Total.....	49								
Overhead railway crossings:									
Bridges.....	4							17	8
Total.....	4								
Tunnels.....								16	

Gauge of track—four feet nine inches; 900.11 miles.

## TELEGRAPH.

The telegraph lines are owned and operated by the Western Union telegraph company.

## CAR MILEAGE.

Anglo-American Refrigerator Car company. American Refrigerator Transit company. Atlanta Stone, Coal and Lumber line. Armour Refrigerator line. Armes Palace Horse-Car company. Burton Stock-Car company. California Fruit Transportation company. Cold Blast Transportation company. Eureka Transportation company. Empire line. Iron Car Express Coal line. Kentucky Refining company. Merchants' Dispatch Transportation company. Nelson, Morris & Co. W. P. Rend & Co. St. Louis Refrigerator Car company. Southern Dispatch Lumber line. Swift Refrigerator line. Southern Iron Car line. Union Tank line. Union Refrigerator Transit company. Virginia Brewing company.



## OATH.

STATE OF PENNSYLVANIA,  
COUNTY OF PHILADELPHIA, } ss:

We, the undersigned, M. C. Jameson, comptroller, and Wm. G. Macdowell, treasurer of the Norfolk and Western railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

M. C. JAMESON, *Comptroller.*

WM. G. MACDOWELL, *Treasurer.*

Subscribed and sworn to before me this 15th day of December, 1892.

ISAAC ELWELL,  
*Notary Public.*

## SURRY, SUSSEX AND SOUTHAMPTON RAILWAY COMPANY.

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### HISTORY.

Name of common carrier making this report—Surry, Sussex and Southampton railway company.

Date of organization—May 16, 1886.

Organized under the laws of the State of Virginia.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. T. Waters.....	Baltimore, Md.....	} Until successor is appointed.
F. E. Waters.....	Baltimore, Md.....	
John Walter Smith.....	Snow Hill, Md.....	
John P. Moore.....	Snow Hill, Md.....	

Total number of stockholders at date of last election—7.

Date of last meeting of stockholders for election of directors—May 19, 1891.

Postoffice address of general office—Dendron, Va., and 508 Union Dock, Baltimore, Md.

Postoffice address of operating office—Dendron, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	R. T. Waters.....	Baltimore, Md.
President.....	R. T. Waters.....	Baltimore, Md.
First Vice-President.....	John Walter Smith.....	Snow Hill, Md.
Secretary and Treasurer.....	F. E. Waters.....	Baltimore, Md.
Attorney, or General Counsel.....	J. B. Prince.....	Courtland, Va.
Auditor.....	John P. Moore.....	Snow Hill, Md.
General Manager.....	R. T. Waters.....	Baltimore, Md.
General Superintendent.....	Edward Rogers.....	Dendron, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Surry, Sussex and Southampton railway.....	Scotland, Va.....	Three miles south of Wakefield, Va.....	22.90	22.90
Total mileage operated.....			22.90	22.90

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	5,000	100	500,000	50,000		
Total.....	5,000	\$100	\$500,000	\$50,000		

Note.—The capital stock was issued for the general construction and equipment of the road.

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Due from agents.....	1,732 13	Loans and bills payable.....	97,132 27
Due from solvent companies and individuals.....	227 60	Audited vouchers and accounts.....	300 00
Balance—current liabilities..	95,474 10		
Total.....	\$97,433 83	Total.....	\$97,433 83

## RECAPITULATION.

## A. For mileage owned by road making this report.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	50,000 00	50,000 00		22.90	2,183 40
Total.....	\$50,000 00	\$50,000 00		22.90	\$2,183 40

## B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Surry, Sussex and Southampton railway.....	50,000 00		95,474 10	145,474 10	22.90	6,352 58
Total.....	\$50,000 00		\$95,474 10	\$145,474 10	22.90	\$6,352 58

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

EXPENDITURES DURING YEAR.						
ITEMS.	Included in operating expenses.	NOT INCLUDED IN OPERATING EXPENSES.		Total cost	Total cost	Cost per mile.
		Charged to income account as permanent improvements.	Charged to construction or equipment.	to June 30, 1891.	to June 30, 1892.	
Total construction.....				155,705 61	166,210 25	6,417 30
Total equipment.....				25,093 22	34,031 12	1,313 94
Total cost construction, equipment, etc. ....				\$181,398 83	\$200,241 37	\$7,731 33

NOTE.—There are no accounts kept for the separate items as called for in the reports. This is only a small logging road, and the accounts are only kept under the general heads.

## INCOME ACCOUNT.

Gross earnings from operation.....	45,660 79	
Less operating expenses.....	34,399 31	
Income from operation.....		11,261 48
Total income.....		11,261 48
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	5,188 68	
Taxes.....	1,063 34	
Total deductions from income.....		6,252 02
Net income.....		5,009 46
Surplus from operations of year ending June 30, 1892.....		5,009 46
Surplus on June 30, 1891.....		18,198 92
Additions for year.....		5,154 51
Surplus on June 30, 1892.....		\$28,362 89

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Total passenger revenue.....			1,125 91
Mail.....			858 40
Total passenger earnings.....			1,984 31
Total freight earnings.....			43,581 58
Total passenger and freight earnings.....			45,565 89
Other earnings from operation:			
Other sources.....		94 90	
Total other earnings.....			94 90
Total gross earnings from operation.....			\$45,660 79

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses:			
Maintenance of way and structures.....			3,887 79
Maintenance of equipment.....			6,983 16
Conducting transportation.....			20,418 92
General expenses.....			3,109 44
Grand total.....			\$34,399 31
Percentage of expenses to earnings.....			75.341

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.			
Item.	Total.	ASSETS.		YEAR ENDING JUNE 30, 1892.	
		Item.	Total.	Increase.	Decrease.
		Cost of road.....		10,410 34	
	155,705 61	Cost of equipment.....	166,115 95	8,337 90	
	45,693 22	Cash and current assets.....	34,031 12		1,267 54
	1,267 54				
		Other assets:			
	5,800 00	Sundries .....			5,800 00
	\$188,466 37	Grand total.....	\$200,147 07	\$18,748 24	\$7,067 54

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.			
		LIABILITIES.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
		Capital stock.....	50,000 00		
	50,000 00	Current liabilities.....	95,474 10	1,516 73	
	93,957 37	Reserved account.....	28,310 08		
	26,310 04	Profit and loss.....	28,302 80	10,183 97	
	18,198 92				
	\$188,466 37	Grand total.....	\$200,147 07	\$11,680 70	

DESCRIPTION OF EQUIPMENT.

ITEMS.	Number ad- ded during year.	Total num- ber at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Kind.	No.	Kind.	No.
Locomotives:						
Passenger.....		1				
Freight .....	2	5				
Switching .....		1				
Total locomotives.....		7				
Cars in passenger service:						
Combination passenger cars.....		1				
Total .....		1				
Cars in freight service:						
Box cars.....		2				
Flat cars .....		21				
Total.....		23				
Total cars owned.....		24				
Grand total cars.....		24				

MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	25.90			22.90	3		All.
Miles of yard track and sidings..		7		6	1		All.
Total mileage operated (all tracks)...	25.90	7		28.90	4		

## OATH.

STATE OF MARYLAND, }  
CITY OF BALTIMORE, } ss.

We, the undersigned, Richard T. Waters, president, and Francis E. Waters, treasurer of the Surry, Sussex and Southampton railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

RICHARD T. WATERS, *President.*

FRANCIS E. WATERS, *Treasurer.*

Subscribed and sworn to before me this 14th day of January, 1893.

WM. H. JONES,  
*Notary Public.*



## PETERSBURG AND ASYLUM RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Petersburg and Asylum railroad company.

Date of organization—February 1, 1888.

Organized under the laws of the state of Virginia.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George Beadle.....	Petersburg, Va.	
John Mann.....	Petersburg, Va.	
D. W. Lasiter.....	Petersburg, Va.	
E. W. Mollier.....	Petersburg, Va.	
Thomas Reaves.....	Petersburg, Va.	
Townsend Bolling.....	Petersburg, Va.	
Walter S. Philips.....	Petersburg, Va.	

Total number of stockholders at date of last election—7.

Date of last meeting of stockholders for election of directors—February 14.

Postoffice address of general office—Petersburg, Va.

Postoffice address of operating office—Petersburg, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board .....	E. W. Mollier.	
President.....	George Beadle.	
Secretary.....	John Mann.	
Treasurer.....	George Beadle.	
General Solicitor.....	G. Beadle.	
Attorney, or General Counsel.....	John Mann.	
General Manager.....	George Beadle.	
Chief Engineer.....	F. P. Leavenworth.	
General Superintendent.....	G. Beadle.	
General Passenger and Ticket Agent .....	G. Beadle.	

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Petersburg and Asylum rail- way company.....	Petersburg.....	Norfolk and Western Junction.....	3.37	



## RECAPITULATION.

B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Petersburg and Sussex railway company.....	\$20,000	\$30,000		\$50,000	3.37	\$10,000

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

EXPENDITURES DURING YEAR.				
ITEMS.	Included in operating expenses.	NOT INCLUDED IN OPERATING EXPENSES.		Cost per mile.
		Charged to income account as permanent improvements.	Charged to construction or equipment.	
Total construction.....		37,000		
Equipment:				
Locomotives .....		3,750		
Passenger cars.....		3,625		
Total equipment.....		\$44 375		

## INCOME ACCOUNT.

Gross earnings from operation.....	8,030 93	
Less operating expenses.....	3,114 11	
Income from operation.....		4,916 82
Deductions from income:		
Interest on funded debt accrued.....	1,900 00	
Taxes.....	147 35	
Total deductions from income.....		1,947 35
Net income.....		\$2,969 47

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	6,725 82		
Total passenger revenue.....	6,725 82		
Freight:			
Freight revenue.....	1,305 11		
Total freight revenue.....	1,305 11		
Total passenger and freight earnings.....	\$8,030 93		

## OPERATING EXPENSES.

Operating expenses chargeable to freight traffic..... \$3,114 11

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	ASSETS.	Item.	Total.	Increase. Decrease.
		Cost of road.....	37,000 00		
		Cost of equipment.....	7,375 00		
		Grand total.....	\$44,375 00		

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	LIABILITIES.	Item.	Total.	Increase. Decrease.
		Capital stock.....		20,000 00	
		Funded debt.....		30,000 00	
		Profit and loss.....	2,969 46		
		Grand total.....	\$2,969 46	\$50,000 00	

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives.....		1		Eames'.		
Total locomotives.....		1				
Cars in passenger service.....		4				
Grand total cars.....		4				

## MILEAGE.

A. *Mileage of road operated.*

Miles of single track—Main line.....	3.37
--------------------------------------	------

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Wooden .....	2	30							

Gauge of track—four feet eight and one-half inches.

## OATH.

STATE OF VIRGINIA,                    }  
COUNTY OF HENRICO, } ss:

I, the undersigned, George Beadle, president of the Petersburg and Asylum railway company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

GEORGE BEADLE, *President.*

Subscribed and sworn to before me this 24th day of January, 1893.

S. B. GINN,  
*Notary Public.*

## SULPHUR MINES RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Sulphur Mines railroad company of Virginia.

Date of organization—Under charter approved March 7, 1884.

Organized under the laws of the State of Virginia.



ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. G. Crenshaw.....	Grassland, Orange county, Va.	
John H. Montague.....	Richmond, Va.	
Samuel G. Wallace.....	Richmond, Va.	
S. D. Crenshaw.....	Richmond, Va.	
W. H. Urquhart.....	Richmond, Va.	
W. G. Crenshaw, Jr.....	New York.	
Daniel Bailey.....	Cleveland, Ohio.	

Total number of stockholders at date of last election—17.

Date of last meeting of stockholders for election of directors—February 15, 1892.

Postoffice address of general office—Richmond, Va.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. G. Crenshaw.....	Richmond, Va.
Vice-President.....	W. G. Crenshaw, Jr.....	Richmond, Va.
Secretary and Treasurer.....	S. D. Crenshaw.....	Richmond, Va.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Sulphur Mines R. R. Co. of Virginia.....	Mineral City.....	Sulphur Mines.....	4	

DESCRIPTION OF EQUIPMENT.

Have no rolling stock, it being furnished by Chesapeake and Ohio railway company, we having simply built this railroad for the purpose of transporting ore from our mines.

## OATH.

STATE OF VIRGINIA,  
CITY OF RICHMOND, } ss.:

I, the undersigned, S. D. Crenshaw, secretary and treasurer of the Sulphur Mines Company of Virginia, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

S. D. CRENSHAW,  
*Secretary and Treasurer.*

Subscribed and sworn to before me this 26th day of January, 1893.

W. A. CRENSHAW,  
*Notary Public.*

## CHESAPEAKE AND OHIO RAILWAY COMPANY.

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### HISTORY.

Name of common carrier making this report—The Chesapeake and Ohio railway company.

Date of organization—July 1, 1878.

Organized under the laws of the States of West Virginia and Virginia.

The original corporation was the Chesapeake and Ohio railway company, organized under the act of the State of Virginia of March 1, 1867, and the act of the State of West Virginia of February 26, 1867.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. P. Anderson.....	Cincinnati, Ohio.....	October 18, 1892.
M. E. Ingalls.....	Cincinnati, Ohio.....	
Decatur Axtell.....	Richmond, Va.....	
H. T. Wickham.....	Richmond, Va.....	
George T. Bliss.....	New York, N. Y.....	
C. H. Coster.....	New York, N. Y.....	
Chas. D. Dickey, Jr.....	New York, N. Y.....	
C. P. Huntington.....	New York, N. Y.....	
Samuel Spencer.....	New York, N. Y.....	

Total number of stockholders at date of last election—Do not know; all stock is pooled, and is voted by three trustees.

Date of last meeting of stockholders for election of directors—October 21, 1891.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	M. E. Ingalls.....	Cincinnati, Ohio.
First Vice-President.....	Geo. T. Bliss.....	New York, N. Y.
Second Vice-President.....	Decatur Axtell.....	Richmond, Va.
Secretary.....	C. E. Welford.....	Richmond, Va.
Treasurer.....	T. O. Barbour.....	Richmond, Va.
General Solicitor.....	H. T. Wickham.....	Richmond, Va.
Attorney, or General Counsel.....	J. J. Robertson.....	Charlottesville, Va.
Auditor.....	L. F. Sullivan.....	Richmond, Va.
General Manager.....	G. W. Stevens.....	Richmond, Va.
Chief Engineer.....	H. Frazier.....	Richmond, Va.
Division Superintendent.....	C. E. Doyle.....	Richmond, Va.
Superintendent of Telegraph.....	M. B. Leonard.....	Richmond, Va.
Traffic Manager.....	O. G. Murray.....	Cincinnati, Ohio.
Freight Traffic Manager.....	W. P. Walker.....	Cincinnati, Ohio.
General Freight Agent.....	E. D. Hotchkiss.....	Richmond, Va.
General Passenger Agent.....	H. W. Fuller.....	Washington, D. C.
Assistant General Passenger Agent.....	C. B. Ryan.....	Cincinnati, Ohio.
General Baggage Agent.....	Chas. Lorraine.....	Richmond, Va.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
Ches. & Ohio railway.....	Fort Monroe.....	W. Va. line.....	307.32	
	Richmond.....	Clifton Forge.....	252.04	
Lexington branch.....	Balcony Falls.....	East Lexington.....	20.28	
Gayton branch.....	Lorraine.....	Gayton.....	1	
Victoria branch.....	Goshen.....	Victoria Furnace.....	1.42	
Mineral City branch.....	Mineral City.....	Sulphur Mines.....	3.83	
Craig Valley branch.....	Bessemer.....	Craig City.....	26.06	
Warm Springs branch.....	Covington.....	Warm Springs.....	24.43	
R. & D. R. R. Co.....	Gordonsville.....	Orange.....	9	77.02
Buckingham railroad.....	Bremo.....	Arvonnia.....	4.37	9
				4.37
R. & D. R. R.....	Orange.....	Alexandria.....	77.80	
Baltimore and Potomac.....	Alexandria.....	Washington.....	6.70	
				84.50
		Total.....		714.25

*Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the general balance sheet.*

NAME.	Character of business.	Title. (Owned, leased, etc.)	State or Territory.
Rent accounts.....	Renting property....	Ches. & Ohio R'y Co.	
James river water-power and Richmond docks.....	Water power and ships' tolls.....	Ches. & Ohio R'y Co.	
Floating property between Newport News and Norfolk.....	Transfer of freight and passengers....	Ches. & Ohio R'y Co.	

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
(1) Common.....		100	58,407,400	58,407,400		
(2) First preferred.....	130,000	100	13,000,000	1,852,100		
(3) Second preferred.....	120,000	100	12,000,000	2,135,000		
Total.....			\$83,407,400	\$62,394,500		
Manner of payment for capital stock.	Number of shares issued during year.	Cash received on amount issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Common stock:						
Issued for acquiring preferred stock.....	102,929	10,292,900				
Issued for other permanent investments.....	21,145	2,114,500				
Total.....	124,074	\$12,407,400				

**FUNDED DEBT.**  
*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME. Date of issue.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on the amount issued.	Rate.	When payable.	INTEREST.	
								Amount accrued during year.	Amount paid during year.
First consol mortgage.	Various.	30,000,000 00	22,952,000 00	22,952,000 00	*	5 per cent.	May & Nov.	1,115,520 97	1,119,600 00
Purchase money fund- ing	1878	2,300,000 00	2,287,000 00	2,287,000 00	2,433,582 50	6 per cent.	Jan. & July	137,220 00	137,220 00
Mortgage gold A.	1878	2,000,000 00	2,000,000 00	2,000,000 00	1,918,720 00	6 per cent.	April & Oct.	120,000 00	120,000 00
Mortgage gold A.	1881	2,000,000 00	2,000,000 00	2,000,000 00	1,900,720 00	6 per cent.	April & Oct.	120,000 00	120,000 00
Mortgage gold A.	1911	2,000,000 00	142,000 00	142,000 00	113,900 00	6 per cent.	June & Dec.	8,520 00	8,520 00
Mortgage gold B.	1888	10,000,000 00	14,957,260 00	35,729 17		6 per cent.	May & Nov.	2,023 76	2,023 76
Mortgage gold B.	1878	10,000,000 00	10,107,139 87	2,638 89		6 per cent.	Jan. & July	149 52	139 52
Mortgage gold B.	1878	10,122,500 00							
First con. mortg. gold	1890	5,000,000 00	5,000,000 00	5,000,000 00		2 & 4 per ct.	Jan. & July	140,000 00	140,000 00
First con. mortg. gold	1890	1,000,000 00	1,000,000 00	1,000,000 00	†	4 per cent.	Jan. & July		
Second mortg. gold	1890	1,000,000 00	1,000,000 00	1,000,000 00		3 & 4 per ct.	Jan. & July	40,000 00	40,000 00
First mortg. gold (Trak)	1890	650,000 00	650,000 00	650,000 00	†	5 per cent.	Jan. & July	32,708 33	32,708 33
Valley branch	1892	70,000,000 00	13,141,000 00	13,141,000 00	†	4 1/2 per cent.	March & Sept.	7,650 00	
General mortgage	1891	500,000 00	400,000 00	400,000 00	†	5 per cent.	March & Sept.	16,666 67	10,000 00
Warm Springs branch								1,740,429 25	1,730,231 61
New River bridge	1888	200,000 00	170,000 00	170,000 00	†	6 per cent.	May & Nov.	10,200 00	10,200 00
Manchester city	Various.	71,000 00	71,000 00	60,200 00	71,000 00	8 per cent.	May & Nov.	53,136 00	53,136 00
Manchester improve- ment.	1881	300,000 00	36,000 00	36,000 00	36,000 00	5 per cent.	June & Dec.	1,680 00	1,680 00
							Feb. & Aug.	1,800 00	1,800 00
Grand total		\$144,145,500 00	\$75,953,399 87	\$60,874,588 06				13,680 00	\$1,761,09 25

\* Reorganization.

† Purchase of Richmond and Allegheny railroad.

† Construction.

† Retiring other bonds and improving.

† Interest paid upon bonds

not having coupons, and said payments deducted from income.

## EQUIPMENT TRUST OBLIGATIONS.

## A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.	Remarks.
Equipment trust A.....	Aug. 15, 1882.....	Ten years.....	20	250 coal cars.	ALLEGHANY CAR TRUST.  Box cars.....125.....83 Flat cars.....85.....170 Culmose cars.....8..... Passenger cars.....5.....3 Passenger cars.....8.....5 Engines.....2.....11 Sleeping cars.....3..... Stock cars.....25.....23 Coal cars.....65.....65
" " D.....	Sept. 15, 1882.....	Ten years.....	20	100 " "	
" " E.....	June 15, 1883.....	Ten years.....	20	20 engines.	
" " F.....	June 15, 1883.....	Ten years.....	20	500 coal cars.	
" " H.....	Sept. 15, 1883.....	Ten years.....	20	5 passenger cars.	
" " I.....	Sept. 15, 1883.....	Ten years.....	20	100 stock cars.	
" " K.....	Sept. 15, 1883.....	Ten years.....	20	250 box cars.	
" " L.....	April 15, 1885.....	Ten years.....	20	500 box cars.	
" " N.....	July 15, 1886.....	Ten years.....	20	500 coal cars.	
" " P.....	Aug. 15, 1886.....	Ten years.....	20	200 flats.	
" " R.....	April 15, 1887.....	Ten years.....	20	10 engines.	
(A.....	Aug. 15, 1887.....	Five years.....	6	6	
Allegany car trust.. B.....	Nov. 1, 1885.....	Five years.....	6	6	
(C.....	April 1, 1885.....	Five years.....	6	6	

EQUIPMENT TRUST OBLIGATIONS.—CONTINUED.  
B. *Statement of Amount.*

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.		
		Original amount.	Amount outstanding.	Original amount.	Amount accrued during year.	Amount paid during year.
Equipment trust						
" A		123,000 00	5,000 00	38,720 00	180 00	300 00
" B		58,000 00	2,000 00	18,570 00	74 00	300 00
" C		240,000 00	25,000 00	76,800 00	1,140 00	9,380 00
" D		245,000 00	27,000 00	76,820 00	1,180 00	2,510 00
" E		130,000 00	35,000 00	42,110 00	1,230 00	2,270 00
" F		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" G		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" H		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" I		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" J		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" K		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" L		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" M		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" N		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" O		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" P		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" Q		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" R		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" S		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" T		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" U		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" V		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" W		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" X		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" Y		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
" Z		135,000 00	35,000 00	44,330 00	1,230 00	1,820 00
Total		1,488,000 00	320,000 00	534,520 00	36,870 00	26,100 00
Allegany car trust.						
( A		118,000 00	84,000 00	23,450 00	8,650 00	4,412 50
( B		130,000 00	100,000 00	27,650 00	11,450 00	5,450 00
( C		119,000 00	85,000 00	23,800 00	11,187 50	4,887 50
" Miscellaneous obligations "						
		277,000 00	205,200 00		13,680 00	13,680 00
Total "miscellaneous obligations."		\$2,141,000 00	\$855,200 00	\$609,420 00	\$68,057 50	\$54,530 00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	INTEREST.		
	Amount issued.	Amount outstanding.	Amount accrued during year.
Mortgage bonds	75,076,399 87	50,008,348 00	1,740,420 25
Miscellaneous obligations	2,141,000 00	855,200 00	54,530 00
Total	\$77,417,399 87	\$50,463,648 00	\$1,794,950 25
			\$1,794,760 01



## CURRENT ASSETS AND LIABILITIES.

**CASH AND CURRENT ASSETS AVAILABLE  
FOR PAYMENT OF CURRENT LIABILITIES.****CURRENT LIABILITIES ACCRUED TO AND  
INCLUDING JUNE 30, 1892.**

<b>Cash</b> .....	645,359 64	<b>Loans and bills payable</b> .....	2,877,488 66
<b>Bills receivable</b> .....	13,059 95	<b>Audited vouchers and accounts</b> ...	1,154,515 14
<b>Due from agents</b> .....	264,186 40	<b>Wages and salaries</b> .....	9,246 36
<b>Net traffic balances due from other companies</b> .....	196,698 52	<b>Matured interest coupons unpaid (including coupons due July 1)</b> ..	219,391 75
<b>Due from solvent companies and individuals</b> .....	767,319 44	<b>Miscellaneous</b> .....	680 00
<b>Other cash assets (excluding "materials and supplies")</b> .....	34,085 25		
<b>Balance—Current liabilities</b> .....	2,340,612 71		
<b>Total</b> .....	<b>\$4,261,321 91</b>	<b>Total</b> .....	<b>\$4,261,321 91</b>

## RECAPITULATION.

*A. For mileage owned by road making this report.*

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
<b>Capital stock</b> .....	62,394,500 00	62,394,500 00	.....	983.16	6,448 04
<b>Bonds</b> .....	50,874,588 06	50,608,388 06	266,200 00	983.16	5,174 59
<b>Equip'm't trust obligations</b> ...	589,000 00	589,000 00	.....	983.16	5,999 02
<b>Total</b> .....	<b>\$113,858,088 06</b>	<b>\$113,591,888 06</b>	<b>\$266,200 00</b>	<b>983.16</b>	<b>\$17,621 65</b>

*B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.*

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
<b>Ches. &amp; Ohio R'y</b> .....	62,394,000 00	51,463,588 06	4,261,321 91	118,119,409 97	996.53	118,530 71
<b>Grand total</b> .....	<b>\$62,394,000 00</b>	<b>\$51,463,588 06</b>	<b>\$4,261,321 91</b>	<b>\$118,119,409 97</b>	<b>996.53</b>	<b>\$118,530 71</b>

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operat- ing expenses.	Not included in operat- ing expenses.	Charged to income ac- count as per- manent im- provements.			
Construction:						
Right of way.....	2,051 25		2,415 30	89,200 16	91,615 46	65 45
Other real estate.....			29,989 78	242,800 23	272,790 01	194 90
Fences.....	910 75			19,060 79	19,060 79	13 61
Grading and bridge & culvert masonry.....	33,398 15		5,062 26	30,109,184 03	30,204,246 29	21,580 18
Bridges and trestles.....	81,203 35		3,565 32	12,249,816 12	12,253,381 44	8,734 75
Rails.....	158,375 23		58,448 52	21,699,901 24	21,758,349 76	15,545 80
Ties.....	107,319 57		15,067 39	809,840 95	824,908 34	589 37
Other superstructure Buildings, furniture and fixtures.....	24,232 36		284 38	74,396 83	74,681 21	53 38
Shop machinery and tools.....	45,116 15		61,215 04	10,249,510 61	10,310,725 65	7,366 76
Engineering ex- penses.....			312 80	175,294 07	175,294 07	125 24
Discount on securi- ties sold for con- struction.....				49,082 16	49,082 16	35 07
Telegraph line.....	201 62			62,241 27	62,241 27	44 47
Wharfing, etc.....			131,096 20	252,016 40	383,112 60	273 72
Sidings and yard ex- tensions.....	11,442 25		72,377 17	4,024,821 86	4,097,199 03	2,927 31
Terminal facilities and elevators.....				175,292 42	175,292 42	125 24
Road built by con- tract.....			1,400,770 61	3,501,140 59	4,901,911 20	3,502 23
Purchase of con- structed road.....			13,965 67	14,377,541 83	14,391,507 50	10,282 39
Other items.....	21,846 77		219,070 31	452,480 11	671,550 42	479 80
Total construct'n.....	486,097 45		2,013,640 75	98,829,225 90	100,842,846 65	72,049 66
Equipment:						
Locomotives.....	69,400 00		501,681 85	2,318,400 06	2,820,081 91	2,014 87
Passenger cars.....			88,000 00	510,693 35	598,693 35	427 75
Sleeping, parlor, and dining cars.....				85,124 32	85,124 32	60 82
Baggage, express, and postal cars.....			10,000 00	160,540 23	170,540 23	121 84
Combination cars.....			19,580 00	71,362 17	90,942 17	64 97
Freight cars.....	152,978 80		308,713 84	4,238,140 69	4,546,854 53	3,247 90
Other cars of all classes.....				749,806 71	749,806 71	535 71
Floating equipment.....	172 74			224,373 16	224,373 16	160 31
Total equipment.....	222,551 54		927,975 69	8,358,440 69	9,286,416 38	6,634 91
Grand total cost con- struction, equip'mt, etc.....	\$708,648 99		\$2,941,616 44	107,187,666 59	110,129,263 03	\$78,684 51

## INCOME ACCOUNT.

Gross earnings from operation.....	9,004,569 11	
Less operating expenses.....	8,888,050 14	
Income from operation.....		2,116,548 97
Miscellaneous income—less expenses.....	155,518 75	
Income from other sources.....		155,518 75
Total income.....		2,272,067 72
Deductions from income:		
Interest on funded debt accrued.....	1,794,959 35	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	64,371 98	
Rents.....	8,343 10	
Taxes.....	1,772 63	
Other deductions.....	19,590 87	
Total deductions from income.....		1,889,037 82
Net income.....		383,029 89
Deficit on June 30, 1891.....		189,904 45
Surplus on June 30, 1892.....		\$193,125 44

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	951,609 80		
Total deductions.....		13,670 69	
Total passenger revenue.....			937,939 11
Mail.....			67,139 00
Express.....			54,109 95
Total passenger earnings.....			1,059,188 06
Freight:			
Freight revenue.....	3,131,381 00		
Total deductions.....		38,652 03	
Total freight revenue.....		3,092,728 07	
Total freight earnings.....			3,092,728 07
Total passenger and freight earnings.....			4,151,916 13
Total other earnings.....			66,029 24
Total gross earnings from operation—Virginia.....			4,217,945 37
Total gross earnings from operation—Entire line.....			\$9,004,569 11

## STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Covington Improvement company.....	5,000 00			5,000 00
Richmond Grain Elevator.....	9,860 00			9,860 00
Chesapeake and Ohio Grain Elevator.....	1,000 00			1,000 00
Henrico Railroad and Coal company.....	50,000 00			2,000 00
Maysville and Blue Run turnpike.....	500 00			5,500 00
Lynchburg and Concord turnpike.....	3,000 00			3,000 00
Greenbrier and New River railroad.....	100,000 00			30,000 00
Kinnickinick and Freestone railroad.....	44,658 73			44,658 73
Old Point Hotel company.....	3,000 00			3,000 00
Rarig Iron company.....	2,000 00			2,000 00
Craig Valley company.....	35,905 00			35,905 00
Big Sandy River Transportation company.....	5,050 00			5,050 00
Ashland Fire Brick company.....	1,425 00			1,425 00
Total.....				\$143,396 73

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Richmond Standard Spike company.....	9,500 00			9,500 00
Chesapeake and Ohio Grain Elevator company.....	68,000 00			13,200 00
State of Virginia.....	1,387 20			500 00
Henrico Railroad and Coal company.....	88,000 00			4,400 00
Buckingham railroad.....	46,136 83			46,136 83
Richmond Grain Elevator company.....	10,000 00			10,000 00
Old Point Hotel company.....	15,000 00			15,000 00
Virginia Iron and Railway company.....	37,500 00			37,500 00
Southern Improvement company.....	125,000 00			125,000 00
Total.....				\$262,236 83

## MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Rent accounts.....	134,384 94	*	134,384 94
James River Water Power and Richmond docks.....	47,688 80	26,555 08	21,133 81
* Floating property.			
Total.....	\$182,073 83	\$26,555 08	\$155,518 75

\* Included in operating expenses.

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	251,448 38	559,675 42	811,123 80
Renewals of rails.....	48,360 59	107,641 32	156,001 91
Renewals of ties.....	31,975 86	71,172 08	103,147 94
Repairs of bridges and culverts.....	61,051 02	135,887 77	196,938 79
Repairs of fences, road-crossings, signs, and cattle guards.....	6,297 20	13,816 02	20,113 22
Repairs of buildings.....	52,235 03	116,909 59	169,144 62
Repairs of docks and wharves.....	3,849 97	8,524 78	12,374 75
Repairs of telegraph.....	4,850 74	10,796 82	15,647 56
Other expenses.....	21,334 52	47,486 52	68,821 04
<b>Total.....</b>	<b>481,313 31</b>	<b>1,071,310 32</b>	<b>1,552,623 63</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	95,868 69	397,352 00	493,220 69
Repairs and renewals of passenger cars.....	144,448 77		144,448 77
Repairs and renewals of freight cars.....		554,697 95	554,697 95
Repairs and renewals of ferry-boats, tugs, floats, and barges.....	7,570 06	42,000 80	49,570 86
Shop machinery, tools, etc.....	12,627 21	40,731 44	53,358 65
Other expenses.....	50,721 38	123,010 22	173,731 60
<b>Total.....</b>	<b>311,236 11</b>	<b>1,157,792 41</b>	<b>1,469,028 52</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	145,998 16	472,754 51	618,752 67
Fuel for locomotives.....	65,452 11	297,434 62	362,886 73
Water-supply for locomotives.....	12,389 01	28,958 44	41,347 45
All other supplies for locomotives.....	12,407 26	34,364 89	46,772 15
Wages of other trainmen.....	116,903 89	459,655 72	576,559 61
All other train supplies.....	57,754 75	60,562 82	118,317 57
Wages of switchmen, flagmen, and watchmen.....	56,501 86	214,103 66	270,605 52
Expense of telegraph, including train dispatchers and operators.....	50,228 41	138,252 88	188,481 29
Wages of station agents, clerks, and laborers.....	136,437 47	384,051 26	520,488 73
Station supplies.....	12,805 79	25,131 00	37,936 79
Car mileage—balance.....	196 47	50,264 31	50,460 78
Loss and damage.....	14,546 45	78,970 71	93,517 16
Injuries to persons.....	21,524 37	65,642 31	87,166 68
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....	8,882 27	21,821 78	30,704 05
Other expenses.....	31,358 80	84,646 61	116,005 41
<b>Total.....</b>	<b>743,447 07</b>	<b>2,416,615 52</b>	<b>3,160,062 59</b>
<b>General expenses:</b>			
Salaries of officers.....	32,331 20	62,810 33	95,141 53
Salaries of clerks.....	21,390 68	39,099 42	60,490 10
General office expenses and supplies.....	4,437 27	9,082 96	13,520 23
Agencies, including salaries and rent.....	40,444 01	11,889 70	52,333 71
Advertising.....	18,152 24	101 27	18,253 51
Insurance.....	7,468 21	16,622 79	24,091 00
Expense of fast freight lines.....		58,865 41	58,865 41
Expense of traffic associations.....	1,151 26	243 72	1,494 98
Rents for tracks, yards, and terminals.....	48,458 86	107,860 05	156,318 91
Legal expenses.....	11,948 05	26,594 05	38,542 10
Stationery and printing.....	5,111 18	10,525 86	15,637 04
Other general expenses.....	53,856 78	117,890 10	171,746 88
<b>Total.....</b>	<b>244,749 74</b>	<b>461,585 66</b>	<b>706,335 40</b>

## OPERATING EXPENSES—Continued.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses:			
Maintenance of way and structures .....	481,313 31	1,071,310 32	1,552,623 63
Maintenance of equipment .....	311,236 11	1,157,792 41	1,469,028 52
Conducting transportation .....	743,447 07	2,416,615 32	3,160,062 39
General expenses .....	244,749 74	461,585 66	706,335 40
Grand total .....	1,780,746 23	5,107,303 91	6,888,050 14
Operating expenses—State of Virginia:			
Maintenance of way and structures .....	202,334 03	444,100 56	646,434 59
Maintenance of equipment .....	214,792 46	471,445 45	686,237 91
Conducting transportation .....	482,724 54	1,059,526 38	1,542,250 92
General expenses .....	86,968 72	190,926 13	277,912 45
Total .....	\$986,837 75	\$2,165,998 52	\$3,152,836 27
Percentage of expenses to earnings—Virginia .....			74.75

## RENTALS PAID.

## A. Rents paid for lease of road.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Buckingham railroad .....			2,843 10	2,843 10
Richmond and Danville—Olive branch .....			5,500 00	5,500 00
Total .....			\$8,343 10	\$8,343 10

## B. Rents paid for lease of other property.

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks:				
Richmond and Danville railroad .....	Orange to Alexandria .....	Richmond and Danville railroad .....	34,458 33	
Washington Southern railway .....	Alexandria to Long bridge .....		1,468 78	
Total .....				35,927 11
Terminals:				
Sundry persons .....	Cincinnati, Norfolk, Richmond, Russell, Charleston, Covington, etc. ....	Sundry persons .....		120,311 80
		Grand total .....		\$156,318 91

## COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

JUNE 30, 1891.		ASSETS.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
98,820,225 90		Cost of road.....		100,842,866 65		2,013,640 75	
8,338,440 69		Cost of equipment.....		9,286,416 38		927,975 69	
44,000 00		Stocks owned.....		143,368 73		99,368 73	
62,600 00		Bonds owned.....		261,236 83		198,636 83	
2,380,411 84		Other permanent investments.....		5,825,486 67		3,445,074 83	
1,658,183 90		Cash and current assets.....		1,920,700 20		262,525 30	
		Other assets:					
361,480 66		Materials and supplies.....		338,706 56			22,684 10
9,546 10		Sundries.....					9,546 10
189,904 45		Profit and loss.....					189,904 45
		Grand total.....			\$118,618,911 02	\$6,725,117 48	

## COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

JUNE 30, 1891.		LIABILITIES.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
71,000,000 00		Capital stock.....		62,304,500 00			8,695,500 00
37,274,598 06		Funded debt.....		51,453,588 06		14,189,000 00	
3,392,934 87		Current liabilities.....		4,261,321 91		868,387 04	
256,270 61		Accrued interest on funded debt not yet payable.....		306,375 61		50,105 00	
		Profit and loss.....		193,125 44		193,125 44	
		Grand total.....			\$118,618,911 02	\$6,725,117 48	

### IMPORTANT CHANGES DURING THE YEAR.

The Craig Valley branch, extending from Bessemer, Va., to Craig City, Va., a distance of 26.06 miles, was opened for traffic in August, 1891.

The Warm Springs Valley branch, extending from Covington, Va., to Hot Springs and Warm Springs, a distance of 24.43 miles, was opened for traffic in July, 1891.

Common stock issued for acquisition of preferred stock: 102,920 shares, aggregate value, \$10,294,900, and 21,145 shares, aggregate value, \$2,114,500—issued for acquiring property, etc., which is returned under other permanent investments.

General mortgage  $4\frac{1}{2}$  per cent. bonds: \$13,141,000 issued for acquisition and retirement of previous bonds for double tracking the road, construction of branch lines, and purchase of other roads.

Warm Springs branch bonds: \$40,000 issued to pay for construction of Warm Springs branch.

First consolidated mortgage bonds: \$856,000 issued for retiring equipment bonds and improving property.

#### Increase in bonds owned:

Richmond Standard Spike company bonds—purchased.....	6,500 00
Buckingham railroad securities—purchased.....	4,636 83
Richmond Elevator bonds—purchased.....	10,000 00
Old Point Comfort Hotel company bonds—purchased.....	15,000 00
Virginia Iron and Railway company.....	37,500 00
Southern Improvement company.....	125,000 00
	<b>\$198,636 83</b>

#### Increase in stock owned:

Richmond Grain Elevator stock—purchased.....	7,360 00
Kinnickinick and Freestone railroad stock—purchased.....	44,658 73
Old Point Comfort Hotel company stock—purchased.....	3,000 00
Rarig Iron company stock—purchased.....	2,000 00
Craig Valley company stock—purchased.....	35,905 00
Big Sandy River Transportation company stock—purchased.....	5,050 00
Ashland Fire Brick company stock—purchased.....	1,425 00
	<b>\$99,398 73</b>

### CONTRACTS, AGREEMENTS, ETC.

#### Adams Express company:

Chesapeake and Ohio receives \$60,000 per annum, payable monthly.

#### United States mails:

Chesapeake and Ohio has no contract. Mails are carried by it under system known as "recognized compensation."

#### Pullman's Palace-Car company:

Maintains its own cars and retains all earnings under \$7,500 per annum. Chesapeake and Ohio pays all running expenses, except salaries.

#### Kanawha despatch:

A co-operation fast freight line over Chesapeake and Ohio and several western roads. Each company furnishes cars and receives and pays its pro rata of earnings and expenses.

#### Richmond and Danville railroad:

Leases to Chesapeake and Ohio for a term of ninety-nine years and one month from March 1, 1891, its line from Gordonsville to Orange, Va., nine miles, for \$6,000 per annum in cash.

#### Richmond and Danville railroad:

Gives Chesapeake and Ohio the right to run its trains over Richmond and Danville tracks between Orange and Alexandria, a distance of 77.8 miles, in consideration of payment by Chesapeake and Ohio of its proportion, based upon car and engine wheelage, of \$125,000, said sum representing



**interest** at five per cent. upon valuation of said 77.8 miles of road and appurtenances: provided **said** proportion shall not in any year be less than \$31,250; and of the further payment by Chesapeake and Ohio of its proportion upon same basis of cost of maintenance of said 77.8 miles and **salaries** of employees. Effective ninety-nine years from April 1, 1891.

**Washington Southern railroad:**

**Gives** Chesapeake and Ohio right to its trains over Washington Southern tracks from Alexandria to Long Bridge in consideration of payment by Chesapeake and Ohio of its proportion upon basis of car and engine wheelage of cost of maintenances and salaries of employees, and interest at five per cent. upon valuation of track—viz., \$250,000. Twenty-five years from June 13, 1891.

**Baltimore and Potomac railroad:**

**Gives** Chesapeake and Ohio right to run its trains over Baltimore and Potomac tracks from south end of Long Bridge to depot in Washington in consideration of business Chesapeake and Ohio will bring to it, and of payment by Chesapeake and Ohio of its proportion upon basis of car and engine wheelage of cost of maintenances of track and wages of employees. Ten years from June 30, 1891.

**N. N. & M. V. Co., E. D. or E. L. & B. S. R. R.:**

**Gives** Chesapeake and Ohio right to run its trains over E. L. & B. S. tracks from Kentucky State line to A. C. and I. Junction in consideration of payment by Chesapeake and Ohio of its proportion upon basis of car and engine mileage of cost of maintenance of tracks and trestles, and of similar use upon same terms of Chesapeake and Ohio tracks from Kentucky State line to Huntington, W. Va.

**Merchants and Miners Transportation company:**

**Runs** lines of steamers from Newport News to Boston and Providence, receiving for freights from Chesapeake and Ohio local points certain specified revenues, and upon freights from competitive points via Chesapeake and Ohio a prorate of the through revenue based upon relation of its 300 miles to entire length of haul.

**Old Dominion Steamship company:**

**Runs** a line of steamers from Newport News to New York, receiving from Chesapeake and Ohio local points certain specified rates, and from competitive points a prorate of the through revenue, based upon relation of 160 miles to entire haul.

**Furness Steamship company:**

**Runs** a line of steamers from Newport News to London, accepting usual ocean rates of freight and passage. May 4, 1891, to run five years.

**Western Union Telegraph company:**

Chesapeake and Ohio and Western Union Telegraph company both own lines on Chesapeake and Ohio. Telegraph company does all commercial business, giving Chesapeake and Ohio twenty-five per cent. of receipts from such business done at Chesapeake and Ohio stations. Chesapeake and Ohio hauls freight for telegraph company free to extent of \$1,200 per annum. Telegraph company gives Chesapeake and Ohio telegraphing to extent of \$14,500 per annum free. Each company maintains its own lines.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.	Amount outstanding.	What securities mortgaged.
	From—	To—					
First consolidated mortgage 5 per cent.	Fort Monroe.....	Cincinnati.....	658.50	5,458.88		\$22,096,000 00	
Purchase money funding.	Richmond.....	Huntington.....	418.95	4,048.99		2,287,000 00	
6 per cent. mortgage gold (1908a).	Newport News.....	Huntington.....	493.95	4,048.99			
6 per cent. mortgage gold (1908b).	Richmond.....	Huntington.....	418.95	80.51			
6 per cent. mortgage gold (1911).	Newport News.....	Richmond.....	75.10	26,631.15			
6 per cent. mortgage gold (1922).	Newport News.....	Terminals.....	7.80	18,205.10			
6 per cent. mortgage gold (1918).	Richmond.....	Huntington.....	418.95	6.34			
First consol'd mortgage gold—R. & A.	Richmond.....	Clifton Forge.....	253.32	19,737.88			
First consol'd mortgage gold—R. & A.	Richmond.....	Clifton Forge.....	253.32	3,947.57			
Second consol'd mortgage gold—R. & A.	Richmond.....	Clifton Forge.....	253.32	3,947.57			
First 5 per cent. mort. Craig Valley branch.	Bessemer.....	Craig City.....	26.06	24,942.44		650,000 00	
Warm Springs branch.	Covington.....	Warm Springs.....	24.43	10,373.31		400,000 00	
General mortgage 4½ per cent.	Fort Monroe.....	Cincinnati and brs.					
New River bridge bonds.							
Manchester city bonds.							
Equipment trust bonds A.							
" " " D.							
" " " E.							
" " " F.							
" " " H.							
" " " I.							
" " " K.							
" " " L.							
" " " N.							
" " " P.							
" " " R.							
Allophany car trust A.			983.16	5,990.80	250 coal cars. 100 coal cars. 20 engines. 500 gondolas. 5 passenger cars. 100 stock cars. 150 box cars. 250 box cars. 500 box cars. 500 gondolas. 200 flat cars. 10 engines. 125 box cars, 85 flat cars, 8 cabooses, 5 baggage cars, 2 passenger cars, 2 engines.	320,000 00	
" " " B.					6 passenger cars, 50 flat cars, 3 sleeping cars, 14 engines, 3 baggage cars, 25 stock cars.		
" " " C.					17 flat cars, 83 box cars, 10 gondolas, 23 stock cars.	200,000 00	

\* New river bridge and James river water power.

## EMPLOYEES AND SALARIES.—ENTIRE LINE.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	14	5,110	59,899 92	11 75
General office clerks.....	150	54,750	110,864 88	2 03
Station agents.....	176	64,240	83,180 80	1 45
Other station men.....	291	106,215	162,297 00	1 52
Enginemen.....	355	115,375	414,195 60	3 59
Firemen.....	352	114,400	297,408 12	1 81
Conductors.....	212	68,900	242,945 76	3 53
Other trainmen.....	541	175,825	378,496 80	2 15
Machinists.....	333	104,220	222,567 60	2 13
Carpenters.....	321	100,473	240,034 32	2 38
Other shopmen.....	680	212,840	309,141 60	1 45
Section foremen.....	174	54,462	92,580 00	1 70
Other trackmen.....	1,029	322,077	322,653 76	1 00
Switchmen, flagmen, and watchmen.....	518	189,070	244,034 16	1 30
Telegraph operators and dispatchers.....	258	94,170	146,378 40	1 55
Employees—account floating equipment.....	50	18,250	25,723 20	1 41
All other employees and laborers.....	2,276	712,388	1,014,588 72	1 42
Total (including "general officers").....	7,730	2,512,774	4,287,021 64	1 71
Less "general officers".....	14	5,110	59,899 92	11 75
Total (excluding "general officers").....	7,716	2,507,664	4,227,121 72	
Distribution of above:				
General administration.....	164	59,860	170,764 80	2 85
Maintenance of way and structures.....	1,962	614,002	743,430 00	1 24
Maintenance of equipment.....	2,092	655,004	1,109,939 76	1 66
Conducting transportation.....	3,512	1,183,908	2,252,887 08	1 98
Total (including "general officers").....	7,730	2,512,774	4,287,021 64	1 71
Less "general officers".....	14	5,110	59,899 92	11 75
Total (excluding "general officers").....	7,716	2,507,664	4,227,121 72	
Total (including "general officers")—Entire line.....	7,730	2,512,774	\$4,287,021 64	\$1 71

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF VIRGINIA.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic:		
Total passenger revenue.....		937,939 11
Total passenger earnings.....		1,059,188 06
Passenger earnings per mile of road.....		1,482 93
Passenger earnings per train mile.....		85.87
Freight traffic:		
Total freight revenue.....		3,092,728 07
Total freight earnings.....		3,092,728 07
Freight earnings per mile of road.....		4,350 03
Freight earnings per train mile.....		1 29.961
Passenger and freight:		
Passenger and freight revenue.....		4,030,667 18
Passenger and freight revenue per mile of road.....		5,643 21
Passenger and freight earnings.....		4,151,918 13
Passenger and freight earnings per mile of road.....		5,812 96
Gross earnings from operation.....		4,217,945 37
Gross earnings from operation per mile of road.....		5,905 42
Expenses.....		3,162,836 27
Expenses per mile of road.....		4,414 19
Train mileage:		
Miles run by passenger trains.....	1,233,810	
Miles run by freight trains.....	2,379,731	
Total mileage trains earning revenue.....	3,613,541	
Miles run by switching trains.....	1,004,406	
Miles run by construction and other trains.....	141,781	
Grand total train mileage.....	4,759,728	
Mileage of loaded freight cars—north or east.....	31,841,667	
Mileage of loaded freight cars—south or west.....	8,955,159	
Mileage of empty freight cars—north or east.....	638,609	
Mileage of empty freight cars—south or west.....	22,842,214	
Average number of freight cars in train.....	277	
Average number of loaded cars in train.....	176	
Average number of empty cars in train.....	101	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—ENTIRE LINE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
<b>Passenger traffic:</b>		
Number of passengers carried earning revenue.....	1,942,482	
Number of passengers carried one mile.....	87,702,539	
Average distance carried.....	45.15	
Total passenger revenue.....		1,913,186 77
Average amount received from each passenger.....		98.492
Average receipts per passenger per mile.....		2.181
Estimated cost of carrying each passenger one mile.....		2.080
Total passenger earnings.....		2,139,969 20
Passenger earnings per mile of road.....		1,434 73
Passenger earnings per train mile.....		97.364
<b>Freight traffic:</b>		
Number of tons carried of freight earning revenue.....	4,558,864	
Number of tons carried one mile.....	1,292,169,476	
Average distance haul of one ton.....	283	
Total freight revenue.....		6,694,952 78
Average amount received for each ton of freight.....		1 46.858
Average receipts per ton per mile.....		.518
Estimated cost of carrying one ton one mile.....		.395
Total freight earnings.....		6,694,952 78
Freight earnings per mile of road.....		4,488 62
Freight earnings per train mile.....		1 39.191
<b>Passenger and freight:</b>		
Passenger and freight revenue.....		8,735,537 05
Passenger and freight revenue per mile of road.....		8,025 74
Passenger and freight earnings.....		8,834,911 98
Passenger and freight earnings per mile of road.....		8,117 04
Gross earnings from operation.....		9,004,509 11
Gross earnings from operation per mile of road.....		8,272 02
Expenses.....		6,888,050 14
Expenses per mile of road.....		6,328 36
<b>Train mileage:</b>		
Miles run by passenger trains.....	2,197,890	
Miles run by freight trains.....	4,809,896	
Miles run by switching trains.....	2,065,753	
Miles run by construction and other trains.....	399,221	
Mileage of loaded freight cars—north or east.....	50,361,533	
Mileage of loaded freight cars—south or west.....	24,762,241	
Mileage of empty freight cars—north or east.....	4,704,358	
Mileage of empty freight cars—south or west.....	38,543,344	
Average number of freight cars in train.....	62.3	
Average number of loaded cars in train.....	21.8	
Average number of empty cars in train.....	9.4	
Average number of tons of freight in train.....	222.41	
Average number of tons of freight in each loaded car.....	10.20	

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road. Whole tons.	Freight received from connect- ing roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain.....	16,293	237,684	253,997	3.56
Flour.....	4,126	170,933	175,059	3.84
Other mill products.....	5,219	13,280	18,499	.41
Hay.....	3,127	56,845	60,012	1.32
Tobacco.....	21,268	22,373	43,641	.96
Cotton.....	1,734	6,616	8,350	.18
Other products.....	11,971	18,601	30,472	.67
Products of animals:				
Live stock.....	14,263	20,316	34,579	.76
Dressed meats.....	4,924	37,273	42,197	.93
Other packing-house products.....				
Wool.....	322	4,648	4,970	.11
Other products.....	1,016	2,094	3,110	.67
Products of mines:				
Bituminous coal.....	1,824,202		1,824,202	40.91
Coke.....	339,898		339,898	7.46
Ores.....	189,162	31,092	220,254	4.93
Stone, sand, and other like articles.....	192,768	26,466	219,234	4.90
Products of forest:				
Lumber.....	104,367	115,611	219,978	4.83
Other products.....	100,763	96,513	197,276	4.33
Manufactures:				
Petroleum and other oils.....	1,217	57,852	59,069	1.29
Sugar.....	1,735	17,362	19,097	.42
Iron, pig, and bloom.....	120,967	53,523	174,490	3.82
Iron and steel rails.....	44,119	24,091	68,210	1.49
Cement, brick, and lime.....	45,263	28,264	73,527	1.61
Agricultural implements and machinery.....	4,721	9,698	14,319	.31
Wines, liquors, and beers.....	9,321	10,915	20,236	.45
Household goods and furniture.....	2,402	1,309	3,711	.08
Salt.....	6,729	13,570	20,299	.45
Merchandise.....	110,291	207,101	317,392	6.96
Miscellaneous:				
Other commodities not mentioned above.....	48,417	44,399	92,816	2.04
Total tonnage—Entire line.....	3,230,605	1,328,259	4,558,864	100.00

## DESCRIPTION OF EQUIPMENT.

ITEMS.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....	57	57	57	Westinghouse.	35	Janney.
Freight.....	219	180	180	"		
Switching.....	24	9	9	"		
Total locomotives.....		300	246	Westinghouse.	35	Janney.
Cars in passenger service:						
First-class passenger cars.....	56	56	56	Westinghouse.	56	Janney.
Second-class passenger cars.....	25	25	25	"	25	"
Combination passenger cars.....	18	18	18	"	18	"
Emigrant cars.....	7	7	7	"	7	"
Dining cars.....	5	5	5	"	5	"
Parlor cars.....	2	2	2	"	2	"
Sleeping cars.....	2	2	2	"	2	"
Baggage, express, and postal cars.....	42	42	42	"	42	"
Other cars in passenger service.....	7	7	7	"	7	"
Total.....		164	164	Westinghouse.	164	Janney.
Cars in freight service:						
Box cars.....	4,688	1,249	1,249	Westinghouse.	1,249	Janney.
Flat cars.....	875					
Stock cars.....	305					
Coal cars.....	4,911	857	857	"	357	"
Refrigerator cars.....	100	100	100	"	100	"
Other cars.....	132					
Total.....		11,011	2,206	Westinghouse.	1,706	Janney.
Cars in company's service:						
Gravel cars.....	86					
Derrick cars.....	6					
Caboose cars.....	162					
Other road cars.....	193					
Total.....		447				
Total cars owned.....		11,458				
Cars leased:						
Iron coal cars.....	100				100	Lorraine.
Grand total cars.....		11,558	2,370	Westinghouse.	1,870 100	Janney. Lorraine.

## MILEAGE.

## Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.  Steel.
	Branches and spurs.	Main line.						
Miles of single track.....	*890.09 539.36 *35.60	*93.07 77.02	*9 9	*4.37 4.37	*91.91 84.50	*1,088.44 714.25 *35.60	*50.49 50.49 *85	*996.53 629.75 *35.60
Miles of second track.....	6					6	86	6
Miles of yard track and sidings.....	*358.06 185.67	*9.45 6.80				*367.50 192.47	*34.29 18.31	*367.50 192.47
Total mileage operated (all tracks).....	731.03 *1,283.74	83.82 *102.52	9 9	4.37 *4.37	84.50 *91.91	912.72 *1,491.54	69.65 *85.63	828.22 *1,491.54

\* Entire line.

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under contract.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.						Iron.	Steel.
Virginia.....	539.36	77.02	9	4.37	50.49	629.75	84.50		629.75
West Virginia.....	205.48	7.11				212.59			212.59
Kentucky.....	144.72	8.94				153.66	7.41		153.66
Ohio.....	.53					.53			.53
Total mileage operated (single track).....	890.09	93.07	9	4.37	50.49	996.53	91.91		996.53

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		New line constructed during year.	Total mileage, excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	539.36	77.02	50.49	616.38		616.38
West Virginia.....	205.48	7.11		212.59		212.59
Kentucky.....	144.72	8.94		153.66		153.66
Ohio.....	.53			.53		.53
Total mileage owned (single track).....	890.09	93.07	50.49	983.16		983.16

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			
KIND.	TONS.	Weight per yard.	Average price per ton at distributing point.
Steel.....	5,449	75 lbs.	31 00
Total steel.....	5,449	75 lbs.	\$31 00

NEW TIES LAID DURING YEAR.		
KIND.	Number.	Average price at distributing point.
Oak.....	243,870	31
Total.....	243,870	31



## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		40,813		370	40,998		
Freight.....		151,500		634	151,817		
Switching.....		20,812		148	20,886	1,004,406	
Construction.....		3,408		24	3,420	141,781	
Total.....		216,533		1,176	217,121		
Average cost at distributing point.....		82 cts.		*			

\* \$1 33 cord, or \$2 66 ton.

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	1	71	2	58		2	3	131
Falling from trains and engines.....	4	19	6	3	2	2	12	24
Overhead obstructions.....	2	11					2	11
Collisions.....		9		1		2		12
Derailments.....	1	5					1	5
Other train accidents.....	2	6					2	6
At stations.....						1		1
Other causes.....	1	8	1	3	5	17	7	28
Total.....	11	129	9	65	7	24	27	218

## OTHERS.

KIND OF ACCIDENT.	PASSENGERS.							
	TRESPASSING.				NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....		1		2				2
At highway crossings.....					2	3	2	3
At stations.....					1		1	1
Other causes.....	1	5	13	24		1	13	25
Total.....	1	6	13	27	3	4	16	31

## EXPLANATION OF ACCIDENTS.—STATE OF VIRGINIA.

OTHER TRAIN ACCIDENTS.	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Train parted.....		6						6
Train ran into slide.....	2						2	
Totals.....	2	6					2	6

OTHER CAUSES.	PASSENGERS.		TRESPASSERS.		NOT TRESPASSERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Shot by unknown man.....	1							
Struck by train.....			8	16			8	16
Feet hanging out of window.....		1						
Getting on or off moving train.....		3		3				3
Struck by bridge.....		1						
Falling from trains.....				4		1		5
Stealing rides on trucks, etc.....			5					
Leg broken—cause unknown.....				1				1
Totals.....	1	5	13	24		1	8	28

OTHER CAUSES.	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Hand car jumped off track.....						1		1
Struck by train.....			1		4	11	5	11
Push pole slipped.....				1				1
Getting on or off moving trains.....		4				3		7
Rail fell on him.....						2		2
Wrench slipped.....		1						1
Engine moved while oiling.....	1						1	
Dizzy and fell against passing train.....				1				1
Caught in shafting.....					1		1	
Foot caught between bumpers.....		1						1
Putting jack on train in motion.....		1						1
Coal car dumped while moving.....		1						1
Switch rope broke.....				1				1
Totals.....	1	8	1	3	5	17	7	28

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From—	To—	MILES.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Number.	Sum of ascending grades.	Aggregate length of ascending grades.	Number.	Sum of descending grades.	Aggregate length of descending grades.
				Miles.	Miles.	Miles.		Feet.	Miles.		Feet.	Miles.
Fort Monroe.....	Richmond.....	85.10	43	18.18	66.92	23.55	67	654	32.71	31	608	28.84
Richmond.....	Jackson River.....	193.28	398	80.46	112.82	19.22	107	4,635	90.90	97	3,602	83.16
Richmond.....	West Virginia line.....	28.94	73	15.40	13.54	2.20	8	1,033	23.94	3	81	2.80
Richmond.....	Clifton Forge.....	232.04	846	120.01	103.03	139.49	84	1,071	88.15	8	85	4.40
Gardonsville.....	Orange.....	9	*	*	*	75	3	148	5	4	110	3.25
Orange.....	Alexandria.....	477.80										
Alexandria.....	Washington.....	16.70	29	2.75	1.62	.88	4	75	1.94	3	14	1.55
Bremo.....	Arvonia.....	4.37	58	12.93	7.35	9.07	15	200	8.88	5	40	1.73
Balcony Falls.....	East Lexington.....	20.28	58	12.93	7.35	9.07	15	200	8.88	5	40	1.73
Lorraine.....	Gayton.....	1	4	.64	.46	.....	1	3	.76	1	1	.24
Goshen.....	Victoria Furnace.....	1.42	2	.39	1.03	.40	1	2	.27	1	18	.75
Mineral City.....	Sulphur Mines.....	3.83	14	1.59	2.24	.29	1	3	.20	3	166	3.43
Bessemer.....	Craig City.....	26.06	101	10.26	15.80	6.03	12	547.4	11.67	10	208	7.76
Covington.....	Warm Springs.....	24.43	102	13.53	10.90	1.66	6	1,021	21.85	3	37	.92
Exclusive of trackage...		629.75	1,670	285.04	335.71	204.65	309	9,392.4	286.27	169	4,970	138.83
Total.....		714.25										

\* Don't know. † Trackage rights should be reported by R. &amp; D. R. R. ‡ Trackage rights should be reported by B. &amp; P. R. R.

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Stone .....	13	720	.....	12	.....	225	.....		
Iron .....	56	9,056	.....	20	.....	766	.....		
Wooden .....	7	717	.....	59	.....	157	.....		
Combination .....	3	819	.....	137	.....	432	.....		
Total.....	79	11,312							
Trestles.....	265	43,810	8	12	.....	3,117	.....		
Tunnels.....	18	21,083	3	95	.....	4,253	.....		
Overhead highway crossings:									
Bridges.....	11	*						16	4
Trestles.....	11							15	4
Total.....	22								
Overhead railway crossings:									
Bridges.....	2							15	2
Trestles.....	1							21	5
Total.....	3								
Tunnels.....	18							16	

Gauge of track—four feet nine inches; 616.38 miles.

## TELEGRAPH.

*Owned by company making this report.*

MILES OF LINE.	MILES OF WIRE.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
		Miles of line.	Miles of Wire.	Miles of line.	Miles of wire.	Name of operating company.
393.15	1,210.60	.....	.....	393.15	1,210.60	Western Union Tel. Co.

## CAR MILEAGE.

American Cotton Oil company. American Live Stock Transportation company. American Refrigerator Transit company. Anglo-American Refrigerator company. Armour & Co. Arms Palace Horse-Car company. Atlanta Stone, Coal, and Lumber line. Austell Refrigerator line. J. G. Brill & Co. Barrett & Barrett. Burton Stock Car company. Blue Line Transit company. California Fruit Transportation company. Canadian Pacific despatch. Consolidated Barrell Transportation company. Cleveland Refining company. Cold Blast Refrigerator line. J. I. Case & Co. Canada Southern line. Canada Cattle Car company. Chicago Refrigerator Car company. Delaware Oil company. J. W. Elsworth & Co. Empire line. Erie despatch. C. B. Havens & Co. Hicks Stock Car company. G. H. Hull & Co. J. L. Hirt & Co. Great Eastern line. Iron Car Express Coal line. Kanawha Valley Rolling Stock company. Kansas City Dressed Beef line. Keestone Palace Horse-Car company. Litchfield Car Manufacturing company. Montgomery Palace Horse-Car company. McIntosh, Hemple & Co. Mather Horse-Car company. Merchants Despatch Transportation company. Midland line. Morris Refrigerator company. Manhattan Oil company. Monongahela Coal and Coke company. National Despatch line. Pittsburg and Toledo despatch. Page Lumber company. Pacific Short line Polar Equipment and Transportation company. Racine Wagon and Carriage company. Red line. W. P. Rend. St. Louis Refrigerator Car company. Southern Despatch Lumber line. Southern Iron Car line. Street's Stable Car company. Swift's Refrigerator Transportation company. St. Charles Car company. Tracy & Wilson Horse-Car company. Union line. Union Tank line. Union Refrigerator Transportation company. White Line Transit company. T. E. Wells & Co. Westmoreland Coal and Coke company.

## OATH.

STATE OF VIRGINIA,  
CITY OF RICHMOND, } ss.

We, the undersigned, Decatur Axtell, second vice-president, and L. F. Sullivan, auditor of the Chesapeake and Ohio railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

DECATUR AXTELL, *Second Vice-President.*

L. F. SULLIVAN, *Auditor.*

Subscribed and sworn to before me this 28th day of January, 1893.

C. E. WELLFORD,  
*Notary Public.*

## WINCHESTER AND POTOMAC RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Winchester and Potomac railroad company.

Date of organization—1832.

Organized under the laws of the State of Virginia.

Operated by the Baltimore and Ohio railroad company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Baker, president.....	Winchester, Va.....	October 23, 1893:
Thomas Cover.....	Winchester, Va.....	
German Smith.....	Winchester, Va.....	
A. L. Shearer.....	Winchester, Va.....	
W. W. Wall.....	Winchester, Va.....	
R. E. Byrd.....	Winchester, Va.....	
W. M. Atkinson.....	Winchester, Va.....	
John Thomas Gibson.....	Charlestown, W. Va.....	

Total number of stockholders at date of last election—148.

Date of last meeting of stockholders for election of directors—October 22, 1892.

Postoffice address of general office—Baltimore, Md.

Postoffice address of operating office—Baltimore, Md.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. H. Baker.....	Winchester, Va.
Secretary and Treasurer.....	W. A. McCormick.	

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Winchester and Potomac railroad.....	Harper's Ferry, W. Va.	Winchester, Va.....	32	

## PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Winchester and Potomac R. R. Co.....	Harper's Ferry, W. Va.....	Winchester, Va....	Balt. & Ohio R. R. Co.....	*	32
			Total mileage.....		32

\* Leased for twenty years, ending July 1, 1907.

NOTE.—An ordinary lease of the road for a fixed money rent of \$27,000 per annum. Lease for twenty years, renewal forever, made in 1867, to Baltimore and Ohio railroad.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares au- thorized.	Par value of shares.	Total par value au- thorized.	Total amt't issued and outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—Common.....	225			\$180,000	6 per cent.	\$10,800

## FUNDED DEBT.

*Mortgage bonds, miscellaneous obligations, and income bonds.*

CLASS OF BOND OR OBLIGATION.	TIME.		Amount outstanding.	Cash real- ized on the amount is- sued.	INTEREST.		
	Date of issue.	When due.			Rate.	When payable.	Amount paid during year.
Six per cent. bonds.....	1887	1897	\$147,250 00		6 per cent.	Jan. & July.....	\$8,835 00
Five per cent. bonds.....	1883	1913	85,000 00	\$85,000 00	5 per cent.	Jan. & July.....	4,250 00

## EARNINGS FROM OPERATION.

ITEMS.		Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger:	Total passenger revenue.....			38,092 57
	Mail.....			4,159 92
	Express.....			2,758 64
	Total passenger earnings.....			46,011 13
Freight:				
Total freight revenue.....		87,214 70		
Total freight earnings.....				87,214 70
Total passenger and freight earnings.....				132,226 80
Total gross earnings from operation— Entire line.....				\$132,226 80.



## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....			9,257 13
Renewals of rails.....			882 35
Renewals of ties.....			3,955 08
Repairs of bridges and culverts.....			2,632 26
Repairs of fences, road-crossings, signs, and cattle- guards.....			223 45
Repairs of buildings.....			906 93
Repairs of telegraph.....			40 14
Total.....			17,897 34
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....			4,971 37
Repairs and renewals of passenger cars.....			1,860 88
Repairs and renewals of freight cars.....			6,388 92
Shop machinery, tools, etc.....			610 51
Other expenses.....			1,223 89
Total.....			15,055 57
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and roundhousemen.....			8,995 51
Fuel for locomotives.....			6,594 82
Water supply for locomotives.....			1,108 80
All other supplies for locomotives.....			530 90
Wages of other trainmen.....			8,804 64
All other train supplies.....			539 56
Wages of switchmen, flagmen, and watchmen.....			2,498 36
Expense of telegraph, including train dispatchers and operators.....			3,337 75
Wages of station agents, clerks, and laborers.....			6,809 84
Station supplies.....			539 20
Loss and damage.....			105 92
Injuries to persons.....			32 88
Total.....			39,904 18
<b>General expenses:</b>			
Legal expenses.....			59 83
Stationery and printing.....			2,060 38
Total.....			2,120 21
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....			17,897 34
Maintenance of equipment.....			15,055 57
Conducting transportation.....			39,904 18
General expenses.....			2,120 21
Grand total.....			\$74,977 30
Percentage of expenses to earnings—Entire line.....			56.70

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Station agents.....	6	2,250	2,152 00	96
Other station men.....	5	1,825	1,878 00	1 06
Enginemen.....	* }			
Firemen.....				
Conductors.....				
Other trainmen.....				
Machinists.....				
Carpenters.....				
Other shopmen.....				
Section foremen.....	6	2,190	2,520 00	1 15
Other trackmen.....	22	9,325	9,791 00	1 05
Switchmen, flagmen, and watchmen.....	2	730	842 50	1 15
Telegraph operators and dispatchers.....	7	2,562	3,924 84	1 53
All other employees and laborers.....	1	365	420 00	1 15
Total (excluding "general officers").....	49	19,247	21,528 94	1 11.8
Distribution of above:				
Maintenance of way and structures.....	31	12,610	13,574 10	1 07.5
Conducting transportation.....	18	6,637	7,954 84	1 19.8
Total (excluding "general officers").....	49	19,247	\$21,528 94	\$1 11.8

\* Baltimore and Ohio trainmen and shopmen.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Train mileage:		
Miles run by passenger trains.....	19,070	
Miles run by mixed trains.....	21,460	
Total mileage trains earning revenue.....	40,530	
Mileage of loaded freight cars—north or east.....	101,890	
Mileage of loaded freight cars—south or west.....	108,136	
Mileage of empty freight cars—north or east.....	40,790	
Mileage of empty freight cars—south or west.....	23,531	
Average number of freight cars in train.....	12	
Average number of loaded cars in train.....	10	
Average number of empty cars in train.....	2	

NOTE.—No switching engines used on this road.

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

No classification kept for interior lines.

## DESCRIPTION OF EQUIPMENT.

Operated with Baltimore and Ohio railroad equipment.

## MILEAGE.

A. *Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track .....	32	.....	.....	32	.....	4.68	27.62
Miles of yard track and sidings.....	4.32	.....	.....	4.32	.....	4.32	.....
Total mileage operated (all tracks)...	36.32	.....	.....	36.32	.....	9	27.87

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
West Virginia.....	20	.....	20	.....	4.35	15.65
Virginia.....	12	.....	12	.....	.....	12
Total mileage operated (single track).....	32	.....	32	.....	4.35	27.65

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
West Virginia.....	20	.....	20	.....	4.35	15.65
Virginia.....	12	.....	12	.....	.....	12
Total mileage owned (single track).....	32	.....	32	.....	4.35	27.65

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			Average price per ton at distributing point.
KIND.	Tons.	Weight per yard.	
Repair steel.....	4	67 lbs.	9 00
	90	64 lbs.	13 00
Total.....	94		\$23 13

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
White oak.....	11,457	33 cts.
Chestnut.....	105	30 cts.
Total.....	11,562	34.9 cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—Tons.		WOOD—Cords.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		1,397		8	1,401	40,097	69.28
Freight.....		2,444		12	2,450	57,654	84.98
Construction.....		41		1	41.5	1,183	71.45
Total.....		3,882		21	3,892.5	98,934	78.71
Average cost at distributing point.....		\$1 38		96 cts.			

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		2						2
Falling from trains and engines...	1						1	
Overhead obstructions.....		1						1
Total.....	1	3					1	3

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.				ALIGNMENT.			PROFILE.					
FROM—	TO—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	ASCENDING GRADER.			DESCENDING GRADER.		
							Number.	Feet.	Aggregate length of ascending grades.	Number.	Feet.	Aggregate length of descending grades.
Harper's Ferry, W. Va.....	Winchester, Va.....	32	60	10.95	21.05	1.30	2	568	26.90	1	128	3.80

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Stone.....	1	16		16		16			
Iron.....	7	436	6	12		142			
Wooden.....	1	163		163		163			
Total.....	9	618	6						
Trestles.....	31	2,365		12		992			
Overhead highway crossings:									
Bridges.....	1							16	
Total.....	1								

Gauge of track—four feet eight and three-quarter inches; 32 miles.

## TELEGRAPH.

A. *Owned by company making this report.*

MILES OF LINE.	MILES OF WIRE.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
		Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Name of operating company.
32	64			32	64	Western Union Tel. Co.

## OATH.

STATE OF MARYLAND,  
CITY OF BALTIMORE, } ss.

We, the undersigned, T. C. Prince, superintendent, and W. H. Ijams, treasurer of the Winchester and Potomac railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

THOS. C. PRINCE, *Superintendent.*

W. H. IJAMS, *Treasurer.*

Subscribed and sworn to before me this 2nd day of February, 1893.

GEO. W. HAULENBEEK,  
*Notary Public.*

## WINCHESTER AND STRASBURG RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Winchester and Strasburg railroad company.

Date of organization—July 8, 1868.

Organized under the laws of the State of Virginia; act of incorporation passed April 23, 1867.

Operated by the Baltimore and Ohio railroad company.



## ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Garrett.....	Baltimore, Md.....	} July 6, 1894.
Hugh Sisson.....	Baltimore, Md.....	
Jos. B. Stafford.....	Baltimore, Md.....	
Geo. A. Hupp.....	Strasburg, Va.....	
Jos. B. Russell.....	Winchester, Va.....	

Total number of stockholders at date of last election—37.

Date of last meeting of stockholders for election of directors—July 6, 1892.

Postoffice address of general office—Baltimore, Md.

Postoffice address of operating office—Baltimore, Md.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Chas. F. Mayer.....	Baltimore, Md.
Secretary and Treasurer.....	W. H. Hams.....	Baltimore, Md.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Winchester and Strasburg railroad.....	Winchester, Va.....	Strasburg Junc'n, Va.....	19	

## PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Winchester & Strasburg R. R. Co.....	Winchester.....	Strasburg.....	Baltimore & Ohio R. R. Co.....	*	19

\* Lease for twenty years from July 1, 1887.

NOTE.—Loan of July 1, 1887, to B. & O. R. R., and as amended, who guarantee four per cent. on capital stock of \$600,000; 5,254 shares held by B. & O., \$325,400; 746 shares held by individuals, \$74,600. \$74,600 at four per cent., \$2,984 annual rental.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amt't issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Common.....	6,000	100	600,000	74,600	4 per cent....	2,964
Total.....	6,000	\$100	\$600,000	\$74,600	4 per cent....	\$2,964
Manner of payment for capital stock.	Number of shares issued during year.	Cash real'd on amt't issued during year.	Total number shares issued.	Total cash realized.	Remarks.	
Common stock:						
Issued for cash—Common.....			6,000	\$600,000	Baltimore and Ohio railroad company guarantees 4 per cent. on \$74,600—\$2,964 as a rental of this road, and balance of stock, \$525,400, held by Baltimore and Ohio railroad company.	

## INCOME ACCOUNT.

Income from lease of road.....	2,964 00
Total income.....	2,964 00
Dividends—Common stock.....	\$2,964 00

## EARNINGS FROM OPERATION.

ITEMS.	Total receipts.	Deductions, account of re-payments, etc.	Actual earnings.
Passenger:			
Total passenger revenue.....			21,824 03
Mail.....			2,461 92
Express.....			1,547 55
Total passenger earnings.....			25,833 50
Freight:			
Total freight revenue.....	48,070 60		
Total freight earnings.....			48,070 60
Total passenger and freight earnings.....			73,904 10
Total gross earnings from operation.....			\$73,904 10

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures :</b>			
Repairs of roadway.....			6,674 66
Renewals of rails.....			174 62
Renewals of ties.....			2,001 45
Repairs of bridges and culverts.....			3,461 48
Repairs of fences, road-crossings, signs, and cattle guards.....			292 27
Repairs of buildings.....			481 70
Repairs of telegraph.....			24 57
<b>Total.....</b>			<b>13,100 75</b>
<b>Maintenance of equipment :</b>			
Repairs and renewals of locomotives.....			3,315 17
Repairs and renewals of passenger cars.....			1,223 09
Repairs and renewals of freight cars.....			4,221 57
Shop machinery, tools, etc.....			397 86
Other expenses.....			1,291 37
<b>Total.....</b>			<b>10,449 06</b>
<b>Conducting transportation :</b>			
Wages of engineers, firemen, and roundhousemen.....			5,060 03
Fuel for locomotives.....			4,222 82
Water-supply for locomotives.....			716 73
All other supplies for locomotives.....			347 70
Wages of other trainmen.....			4,954 38
All other train supplies.....			330 08
Wages of switchmen, flagmen, and watchmen.....			552 54
Expense of telegraph, including train dispatchers and operators.....			1,455 33
Wages of station agents, clerks, and laborers.....			4,223 55
Station supplies.....			265 19
Loss and damage.....			46 86
Injuries to persons.....			21 98
<b>Total.....</b>			<b>22,197 19</b>
<b>General expenses :</b>			
Legal expenses.....			40 08
Stationery and printing.....			1,388 63
<b>Total.....</b>			<b>1,428 71</b>
<b>Recapitulation of expenses :</b>			
Maintenance of way and structures.....			13,100 75
Maintenance of equipment.....			10,449 06
Conducting transportation.....			22,197 19
General expenses.....			1,428 71
<b>Grand total.....</b>			<b>\$47,175 71</b>
Percentage of expenses to earnings.....			63.83

## COMPARATIVE BALANCE SHEET.

<b>Assets :</b>	
Cost of road.....	\$600,000
<b>Liabilities :</b>	
Capital stock.....	\$600,000

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Station agents.....	6	2,190	2,385 20	1 08
Other station men.....	3	1,095	1,204 50	1 10
Enginemen.....	}			
Firemen.....				
Conductors.....				
Other trainmen.....				
Machinists.....				
Carpenters.....				
Other shopmen.....	}			
Section foremen.....				
Other trackmen.....				
Switchmen, flagmen, and watchmen.....				
Telegraph operators and dispatchers.....				
Total (excluding "general officers").....	39	15,042	16,853 05	1 12
Distribution of above:				
Maintenance of way and structures.....	25	9,930	10,626 10	1 07½
Conducting transportation.....	14	5,112	6,226 95	1 21.8
Total (excluding "general officers").....	39	15,042	\$16,853 05	\$1 12

\* Baltimore and Ohio trainmen and shopmen.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	61,927	
Number of passengers carried one mile.....	908,065	
Average distance carried.....	14.6	
Total passenger revenue.....		21,824 03
Average amount received from each passenger.....		35.241
Average receipts per passenger per mile.....		2.403
Freight traffic:		
Number of tons carried of freight earning revenue.....	259,151	
Number of tons carried one mile.....	4,855,146	
Average distance haul of one ton.....	18.7	
Total freight revenue.....		48,070 80
Average amount received for each ton of freight.....		18.549
Average receipts per ton per mile.....		.990
Train mileage:		
Miles run by passenger trains.....	38,040	
Miles run by mixed trains.....	42,249	
Total mileage trains earning revenue.....	80,289	
Mileage of loaded freight cars—north.....	183,847	
Mileage of loaded freight cars—south.....	204,120	
Mileage of empty freight cars—north.....	75,630	
Mileage of empty freight cars—south.....	46,642	
Average number of freight cars in train.....	12	
Average number of loaded cars in train.....	9	
Average number of empty cars in train.....	3	

NOTE.—No switching engines employed on this road.

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

No classifications kept for interior lines.

## DESCRIPTION OF EQUIPMENT.

Operated with Baltimore and Ohio railroad equipment.

## MILEAGE.

## A. Mileage of road operated.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.				RAILS.	
	Main line.	Branches and Spurs.	Line operated under lease.	Total mileage operated.	Iron.	Steel.
Miles of single track.....	19			19	7	12
Miles of yard track and sidings.....	3.22			3.22	3.22	
Total mileage operated (all tracks)...	22.22			22.22	10.22	12

## B. Mileage of line by States and Territories.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.				RAILS.	
	Main Line.	Branches and spurs.	Line operated under lease.	New line constructed during year.	Iron.	Steel.
Virginia.....	19			19	7	12
Total mileage operated (single track)...	19			19	7	12

## B. II. Mileage owned by road making this report.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.				RAILS.	
	Main line.	Branches and spurs.	Line operated under lease.	New line constructed during the year.	Iron.	Steel.
Virginia.....	19			19	7	12
Total mileage owned (single track)...	19			19	7	12

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			Average price per ton at distributing point.
KIND.	TONS.	Weight per yard.	
Steel:			
Repair rail.....	4	61	26
	104	64	23
Total steel.....	108		24

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
White oak.....	5,416	35 cts.
Chestnut.....	618	30 cts.
Total.....	6,034	34½ cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average non-pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		896		5	898½	25,713	69.89
Freight.....		1,566		7	1,569½	36,972	84.90
Construction.....		26		1	26½	758	69.92
Total.....		2,488		13	2,494½	63,443	78.64
Average cost at distributing point.....		\$1 38		96 cts.			

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	TRAINMEN.		EMPLOYEES.					
			SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1						1
Falling from trains and engines.....		1						1
Total.....		2						2

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.							
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	ASCENDING GRADER.			Number.	DESCENDING GRADER.		
							Number.	Sum of ascending grades.	Aggregate length of ascending grades.		Number.	Sum of descending grades.	Aggregate length of descending grades.
Winchester, Va.....	Strasburg, Va.....	19	22	7.10	11.90	6.49	10	2,520	5.95	11	3,150	7.56	

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.	
		Feet.	In.	Feet.	In.	Feet.	In.	Feet.	In.
Bridges:									
Iron.....	13	640		15		210			
Wooden.....	2	68		30		38			
Combination.....	2	554		217		337			
Total.....	17	1,262							
Trestles.....	3	800		100		450			

Gauge of track—four feet eight and three-fourth inches; 19 miles.

## TELEGRAPH.

A. *Owned by company making this report.*

MILES OF LINE.	MILES OF WIRE.	OPERATED BY THIS COMPANY.			OPERATED BY ANOTHER COMPANY.	
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.	Name of operating company.
19	38			19	38	Western Union Tel. Co.



## OATH.

STATE OF MARYLAND, }  
CITY OF BALTIMORE, } ss.

We, the undersigned, T. C. Prince, superintendent, and W. H. Ijams, treasurer of the Winchester and Strasburg railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

THOS. C. PRINCE,  
*Superintendent.*

W. H. IJAMS,  
*Treasurer.*

Subscribed and sworn to before me this 2d day of February, 1893.

GEO. W. HAULENBEEK,  
*Notary Public,*

## STRASBURG AND HARRISONBURG RAILROAD COMPANY.

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### HISTORY.

Name of common carrier making this report—Baltimore and Ohio railroad, operating Strasburg and Harrisonburg railroad company.

Date of organization—Part of Virginia Midland system, and details must come from Richmond and Danville operating that system.

Operated by the Baltimore and Ohio railroad company.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Strasburg and Harrisonburg railroad.....	Strasburg, Va.....	Harrisonburg, Va.....	50.63	

## PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Strasburg & Harrisonburg R. R. Co....	Strasburg, Va.....	Harrisonburg, Va.....	Balt. & Ohio R. R. Co.....	*	50.63

\* Leased for a period of ninety-nine years from September 1, 1873, renewable thereafter at the option of the Baltimore and Ohio railroad company, with annual rental of \$89,250.

## OPERATING EXPENSES.

*Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.*

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....			17,303 06
Renewals of rails.....			983 14
Renewals of ties.....			5,442 94
Repairs of bridges and culverts.....			8,783 51
Repairs of fences, road-crossings, signs, and cattle- guards.....			747 13
Repairs of buildings.....			1,814 47
Repairs of telegraph.....			21 26
Total.....			35,065 51
Maintenance of equipment:			
Repairs and renewals of locomotives.....			7,169 97
Repairs and renewals of passenger cars.....			2,689 65
Repairs and renewals of freight cars.....			9,248 98
Shop machinery, tools, etc.....			887 11
Other expenses.....			1,748 61
Total.....			21,744 32
Conducting transportation:			
Wages of engineers, firemen, and roundhousemen.....			12,671 19
Fuel for locomotives.....			9,974 39
Water supply for locomotives.....			1,739 61
All other supplies for locomotives.....			835 57
Wages of other trainmen.....			12,137 62
All other train supplies.....			953 45
Wages of switchmen, flagmen, and watchmen.....			556 64
Expense of telegraph, including train dispatchers and operators.....			3,075 92
Wages of station agents, clerks, and laborers.....			9,931 79
Station supplies.....			407 53
Loss and damage.....			117 90
Injuries to persons.....			182 48
Total.....			52,583 99
General expenses:			
Legal expenses.....			92 51
Stationery and printing.....			2,585 15
Total.....			2,677 66
Recapitulation of expenses:			
Maintenance of way and structures.....			35,065 51
Maintenance of equipment.....			21,744 32
Conducting transportation.....			52,583 99
General expenses.....			2,677 66
Grand total.....			\$112,101 48

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Station agents.....	8	2,920	2,328 00	79
Other station men.....	11	4,015	2,880 00	71
Enginemen.....	}			
Firemen.....				
Conductors.....				
Other trainmen.....				
Machinists.....				
Carpenters.....				
Other shopmen.....				
Section foremen.....	10	3,650	4,200 00	1 16
Other trackmen.....	39	12,205	12,815 70	1 05
Switchmen, flagmen, and watchmen.....	10	3,512	3,687 00	1 05
Telegraph operators and dispatchers.....	17	6,212	8,820 00	1 42
All other employees and laborers.....	3	1,095	1,283 25	1 17
Total (excluding "general officers").....	98	33,609	36,013 95	1 07
Distribution of above:				
Maintenance of way and structures.....	62	20,462	21,985 95	1 07
Conducting transportation.....	36	13,147	14,028 00	1 06.7
Total (excluding "general officers").....	98	33,609	\$36,013 95	\$1 07

\* Operated by Baltimore and Ohio trainmen, shopmen, and machinists.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEMS.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	125,164	
Number of passengers carried one mile.....	2,338,394	
Average distance carried.....	18.6	
Total passenger revenue.....		36,217 91
Freight traffic:		
Number of tons carried of freight earning revenue.....	219,257	
Number of tons carried one mile.....	9,091,895	
Average distance haul of one ton.....	41.4	
Total freight revenue.....		79,389 89
Train mileage:		
Miles run by passenger trains.....	92,245	
Miles run by mixed trains.....	98,247	
Total mileage trains earning revenue.....	190,492	
Mileage of loaded freight cars—north.....	348,463	
Mileage of loaded freight cars—south.....	409,467	
Mileage of empty freight cars—north.....	141,282	
Mileage of empty freight cars—south.....	81,583	
Average number of freight cars in train.....	10	
Average number of loaded cars in train.....	8	
Average number of empty cars in train.....	2	

NOTE.—No switching engines employed on this road.

## FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

No classification kept for interior lines.

## DESCRIPTION OF EQUIPMENT.

Operated with Baltimore and Ohio railroad equipment.

## MILEAGE.

*Mileage of road operated.*

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track.....	50.63				50.63		10	40.63
Miles of yard track and sidings.....	4.94				4.94		4.94	
Total mileage operated (all tracks).....	55.57				55.57		14.94	40.63

B. I. *Mileage operated by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under contract.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.						Iron.	Steel.
Virginia.....	50.63					50.63		10	40.63
Total mileage operated (single track).....	50.63					50.63		10	40.63

B. II. *Mileage owned by road making this report.*

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		New line constructed during year.	Total mileage excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Virginia.....	50.63			50.63	10	40.63
Total mileage owned (single track).....	50.63			50.63	10	40.63

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			Average price per ton at distributing point.
KIND.	Tons.	Weight per yard.	
Iron—Repair.....	5	64 lbs.	22 00
Total iron.....	5		22 00
Steel—Repair.....	87	64 lbs.	23 00
Total steel.....	87		\$23 00

NEW TIES LAID DURING YEAR.		Average price at distributing point.
KIND.	Number.	
White oak.....	16,530	35 cts.
Second class.....	257	10 cts.
Chestnut.....	828	30 cts.
Total.....	17,625	34½ cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		2,143		12	2,149	61,481	69.91
Freight.....		3,750		18	3,759	88,402	85.04
Construction.....		63		1	63½	1,812	70.00
Total.....		5,956		31	5,971½	151,695	78.78
Average cost at distributing point.....		\$1 38		96 cts.			

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1						1
Falling from trains and engines.....		1						1
Total.....		2						2

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....			1	1			1	1
Total.....			1	1			1	1

## EXPLANATION OF ACCIDENTS.

August 1, 1891.—J. W. Alexander (trespasser), while under the influence of whiskey, got in front of engine in Harrisonburg yard, and paid no attention to alarm signal. Before train could be stopped he was struck and one of his legs cut off.

August 9, 1891.—Jos. Granger (trespasser) attempted to jump on train and fell under wheels of car and was run over, receiving injuries from which he died a few hours afterwards. Granger was intoxicated.





## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEMS.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.		Height of lowest above surface of rail.
		Feet.	In.	Feet.	In.	Feet.	In.	Feet. In.
Bridges:								
Stone.....	3	38		12		14		
Iron.....	13	863		15		459		
Combination.....	7	2,240		118		356		
Total.....	23	3,141		145		1,029		
Trestles.....	5	1,097		45		450		

Gauge of track—four feet eight and three-quarter inches; 32 miles.

## TELEGRAPH.

*Owned by company making this report.*

MILES OF LINE.	MILES OF WIRE.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
		Miles of line.	Miles of Wire.	Miles of line.	Miles of wire.	Name of operating company.
50.63	101.26			50.63	101.26	Western Union Tel. Co.

## OATH.

STATE OF MARYLAND,  
CITY OF BALTIMORE, } ss:

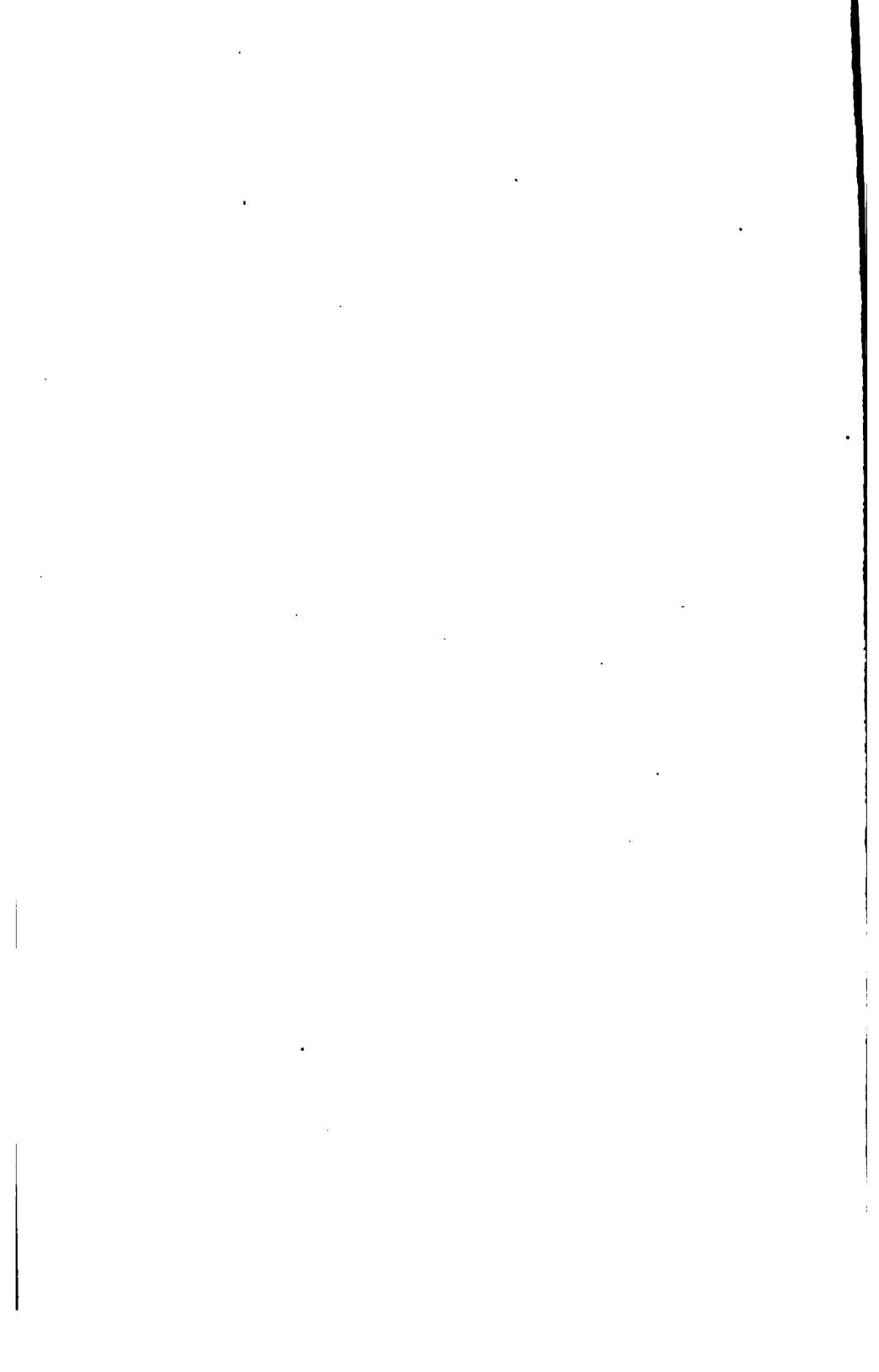
We, the undersigned, T. C. Prince, superintendent, and W. H. Ijams, treasurer of the Strasburg and Harrisonburg railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

THOS. C. PRINCE, *Superintendent.*

W. H. IJAMS, *Treasurer.*

Subscribed and sworn to before me this 2d day of February, 1893.

GEO. W. HAULENBEEK,  
*Notary Public.*



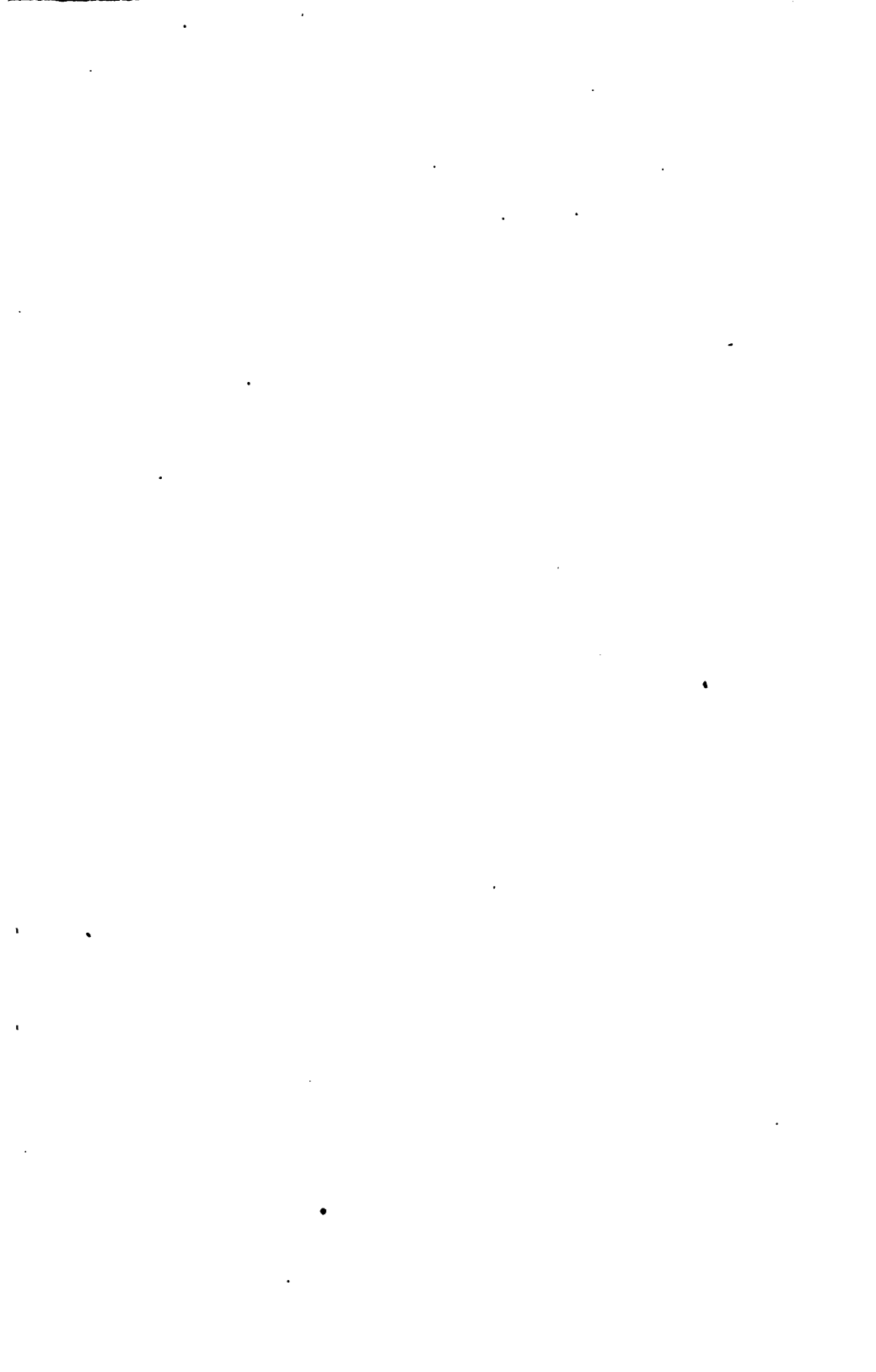
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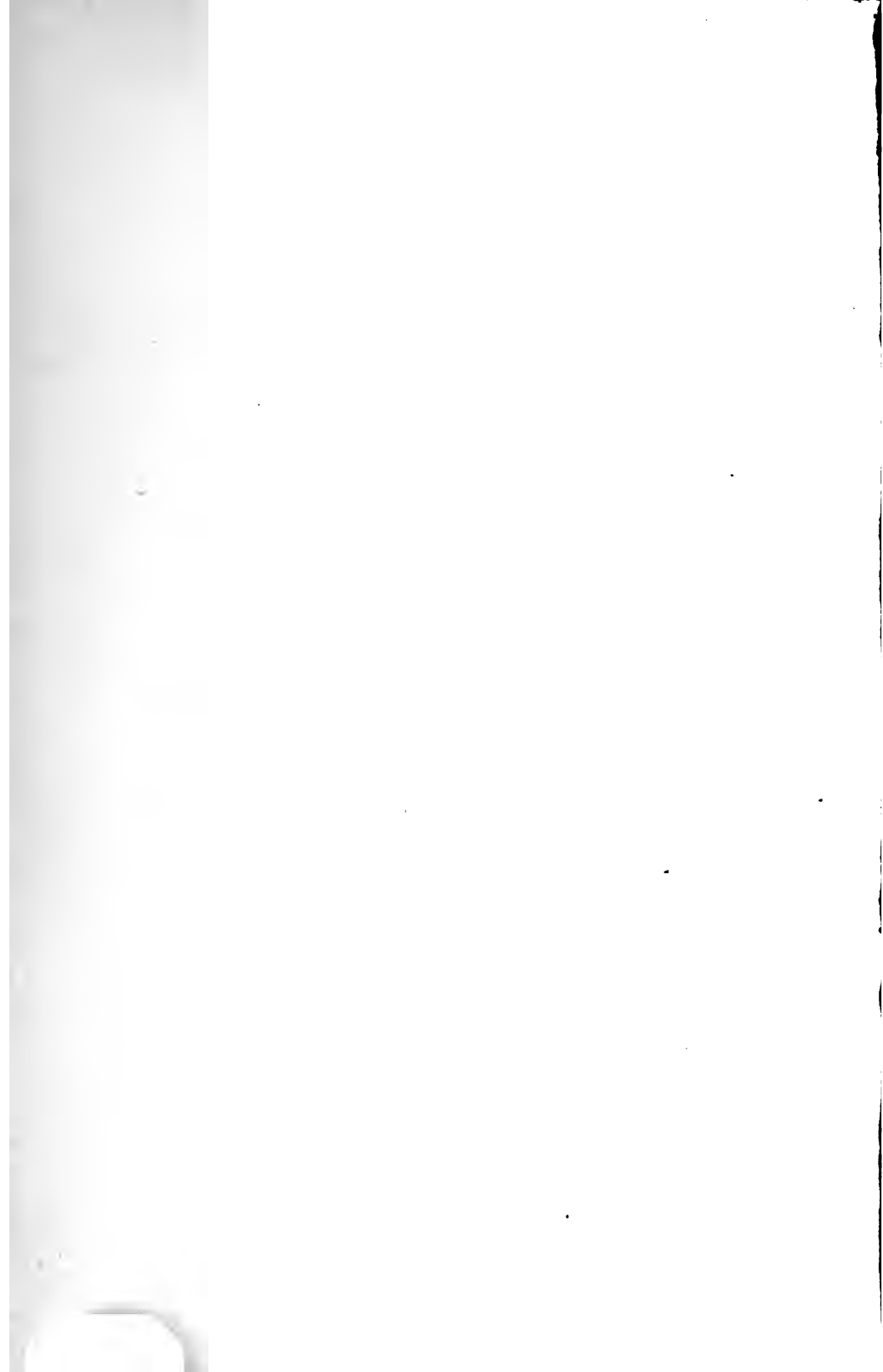
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Norfolk and Carolina.....	154
Norfolk and Ocean View.....	212
Norfolk and Southern.....	80
Norfolk and Western.....	452
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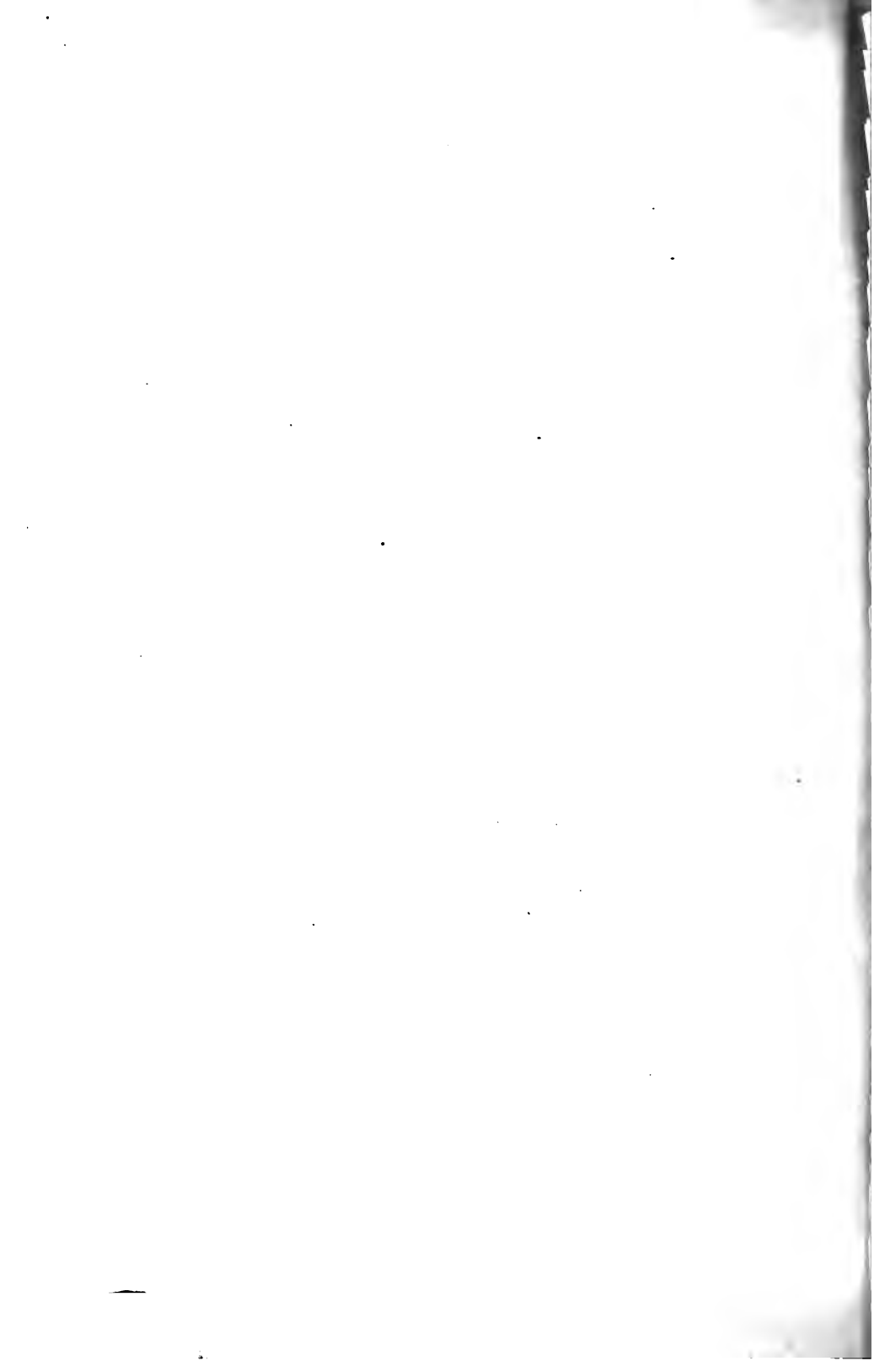
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